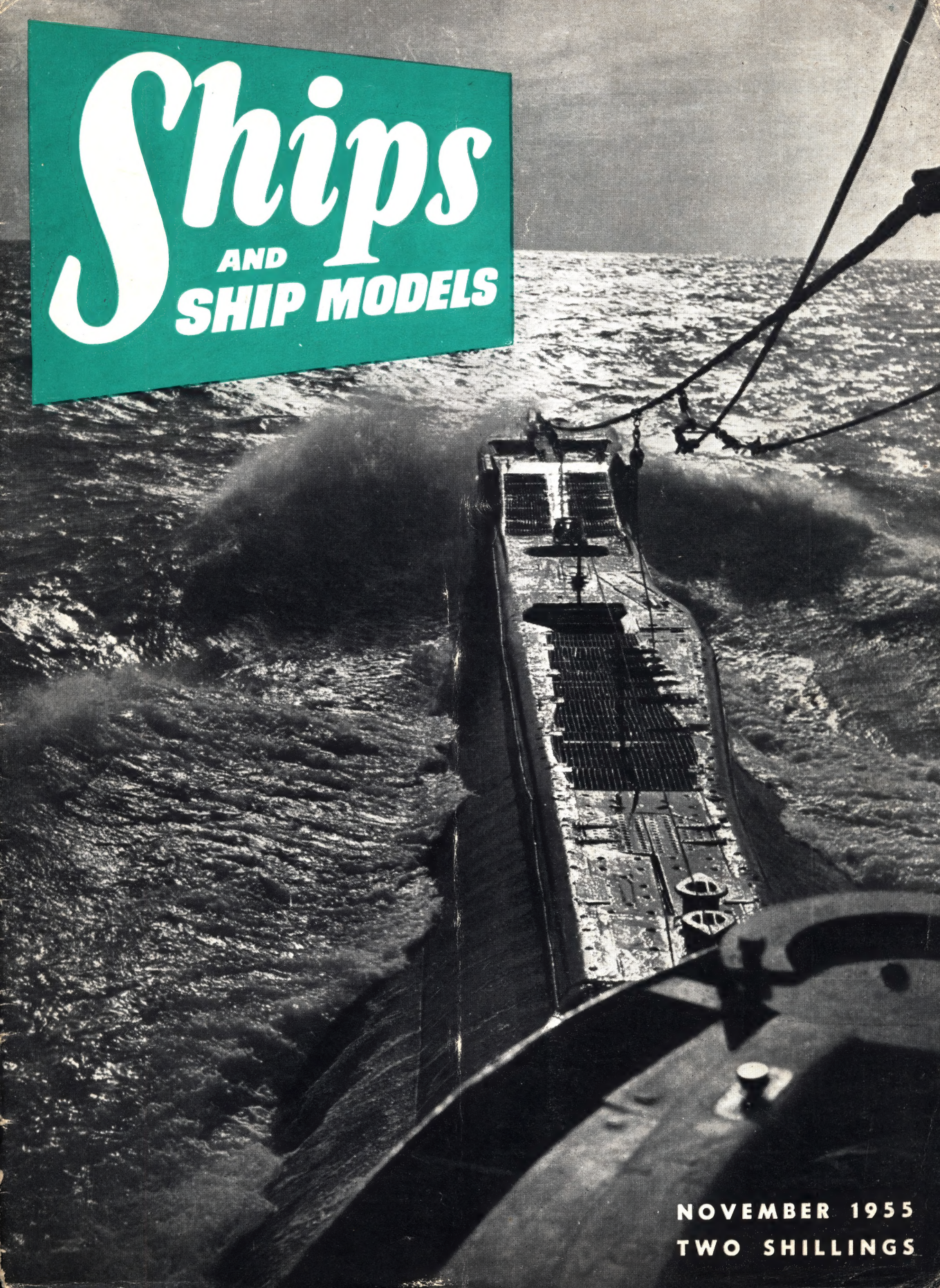
# Ships AND SHIP MODELS

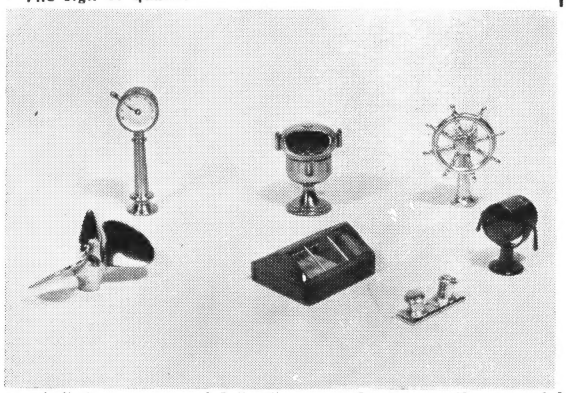


NOVEMBER 1955
TWO SHILLINGS

## LOOK : WONDERFUL NEWS

**OUR No. S412 Best Union Silk Sailcloth approx. 42″ wide is now 7s. 6d. per yard plus post. Order while the going is GOOD**

The sign of quality



A limited amount of Fully Illustrated Catalogues, 48 pages of "WEB" Model Productions, faithfully reproduced from the actual models. Price 3/-.

If you have difficulty in obtaining our products, send your order to our works. We regret that NO enquiries can be answered unless a stamp is enclosed for return postage (overseas excepted).

**THE WEB MODEL FITTING CO.**

**204, High Road, Wood Green, London, N.22, England.**

*Telephone* : Bowes Park 4683.

An English Coxswain

## Is your wireless set WATER PROOF?

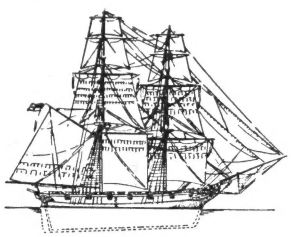
**The lifeboatman's *MUST* be . . .** and that adds to its cost. You can help the lifeboat Service to maintain its efficiency by sending a contribution, however small, to

**THE ROYAL LIFE-BOAT INSTITUTION**

**42, GROSVENOR GARDENS, LONDON, S.W.1**

Treasurer : His Grace The Duke of Northumberland

Secretary : Col. A. D. Burnett Brown, O.B.E., M.C., T.D., M.A.



## PLANS

All our sailing ship plans are from the board of

HAROLD A. UNDERHILL

author of *Sailing Ship Rigs and Rigging, Masting and Rigging the Clipper Ship and Ocean Carrier and Deep-water Sail.*

Fully illustrated catalogues as under :

SAILING SHIP CATALOGUE, 1/-
POWER CRAFT CATALOGUE, 6d.

from

*All Leading Model Dealers*

or

**Holborn Drawing & Tracing Co.**

**60-62 Queen Elizabeth Avenue, HILLINGTON, GLASGOW, S.W.2**

## CABIN CRUISER KITS

**Suit 0.5 c.c. to 3.5 c.c. Diesel Engines or Electric Motor**

| | | | |
|---|---|---|---|
| " Sea-Nymph " | ... 18″ Length | 6½″ Beam | 22/6 |
| " Sea Scout " | ... 24″ ,, | 8¼″ ,, | 36/6 |
| " Sea Rover " | ... 29½″ ,, | 9¾″ ,, | 54/- |
| " Sea Commander " | ... 34″ ,, | 11″ ,, | 72/- |
| " Fishman " ... | ... 27″ ,, | 9½″ ,, | 44/- |
| " Wavemaster " | ... 34″ ,, | 11″ ,, | 71/6 |
| " Spraymaster " | ... 24″ ,, | 8¼″ ,, | 37/6 |
| " Police Launch " | ... 26″ ,, | 7½″ ,, | 43/6 |

Accessories for all above stocked. *All Post Paid.*

**J. CHAPPELL** **The Model Shop, 393-5 Eccles New Road, Weaste, Salford, 5.** Tel. : PEN 3079

## SHIP PLANS

*(FORMER VER-TRU RANGE AGAIN AVAILABLE)*

*Galleons*
Golden Hind 27½ in., **10/6** & **5/6.**
Santa Maria 24 in., **5/6.**
La Bonna Esperanza 21 in., **5/6.**
H.M.S. Victory 30 in., **10/6.**
H.M.S. Bounty 13 in., **3/6.**
Half Moon 24 in., **8/6.**
Cutty Sark 30 in., **12/-.**
Revenge 18½ in., **3/6.**
Royal Sover ign 14 in , **3/9.**
Mayflower 15 in., **3/3.**
Also complete range model railway plans
**POST EXTRA on all Plans**
*Naval Craft*
Trident Submarine 11½ in. and 35 ft. to 1 in. **2/-** & **7d.**
**Send for complete list 2½d.**
**G. B. DUN, 1, UPLAND**

Ajax Cruiser 35 ft. to 1 in., **1/-.**
Aircraft Carrier Victorious 35 ft. to 1 in., **1/6.**
Javelin Destroyer 35 ft. to 1 in. and 17½ in., **8d.** & **2/6.**
King George V 35 ft. to 1 in. and 28 in., **1/3** & **2/9.**
H.M.S. Vanguard 35 ft. to 1 in. and 33½ in., **1/6** & **5/6.**
Air Sea Rescue launch } 36 in.
Motor Torpedo Boat } **5/6.**
*(Also in 1/48 and 1/72,* **1/-** & **9d.)**
Sea Going Tug 11 in. }
Oil Tanker 11 in. } **10d.**
Armed Trawler 11 in. } each
Liberty Ship 13 in.
*Also Model Yacht Plans*
*TRADE ENQUIRIES INVITED*
**ROAD, NORTHAMPTON**

# Ships AND SHIP MODELS

INCORPORATING MODEL SHIPS & POWER BOATS

Vol. VIII. No. 94. NOVEMBER 1955



*Managing Editor*
*E. F. H. Cosh*

*Editor*
*Edward Bowness, A.I.N.A.*

*Advertisement Manager*
*T. C. Page*


## CONTENTS


*The Ship's Log* ... ... ... ... 355
*Great Seamen and Good Writers, Too...* ... 356
*Topical Digest* ... ... ... ... ... 359
*Ships in the News* ... ... ... ... 360
*The Ship Model Societies, Sheffield* ... ... 363
*House Flags of the Cunard Line* ... ... 365
*Loss of the "Northfleet"* ... ... ... 366
*Flags at the "M.E." Exhibition* ... ... 368
*Experiments with Timber* ... ... ... 369
*Nautical Book Reviews* ... ... ... ... 370
*Drawings of Warships (The "O" Class Submarine)* ... ... ... ... ... 371
*Clydeside's Tugboat Team* ... ... ... 374
*The Proud Ships called "Penelope"* ... ... 376
*Fleet Reviews No. 23—Lamport & Holt Line* ... 378
*Naval Photograph Club* ... ... ... 381
*Small-scale Sailing Ship Modelling* ... ... 382
*Mailboat* ... ... ... ... ... 386
*M.Y.A. British Open "M" Class Championship* ... ... ... ... ... 388
*News from the Clubs* ... ... ... ... 389


## THE SHIP'S LOG

Although many of us regret the passing of summer with its fine days, long evenings and the many outdoor recreations which come with it, the autumn and winter months have their compensations. During the long, dark evenings, with a nice fire going and the curtains drawn, shutting out the cold, wet, uncomfortable conditions outside, we can get back to our books and our studies and enjoy the things of the mind rather than the more physical pleasures of the open air. The ship-modeller can resume his research, or get out his drawing board and plan his next model; or if, as is more likely, he has already a model in progress, work on which has been interrupted by the summer months, he can take up where the left off and bring his masterpiece another step nearer completion. Because a really good ship model does not just happen: it is invariably the result of careful research work, designing and planning, and, after that, long patient effort and great persistence and perseverance, until at last the final result is obtained. The winter months are more conducive to such effort than are the summer ones and, as, after all, they soon pass, it is important that we should get down to our task without delay, so that when summer comes again we will have something we can look back upon as the result of the winter's work. Another compensation of the winter months is the resumption of the meetings of the shiplovers' or the ship model society, or similar activities. Such meetings give us opportunities of discussing our interests with our friends and of comparing our models—especially when in an unfinished state—with those of our fellow club members. Yet another thing we can do during the cold, dark days is to visit the museums. During the summer, when all nature is calling us to the country, the woods and rivers or to the seaside, the idea of visiting a museum is not particularly enticing. But the museums are usually kept warm and comfortable—ship models in particular must be kept in a room with a reasonable temperature—and in winter their appeal becomes much stronger. In London there are the National Maritime Museum, the Science Museum, the Imperial War Museum and the United Services Museum—all full of rich treasure for the shiplover and modelmaker. In most large provincial cities and even in some smaller towns, especially some of the older seaports, there is usually a museum which would be well worth a visit.


Published on the first of each month by PERCIVAL MARSHALL & COMPANY LTD., 19-20, NOEL STREET, LONDON, W.1

Telephone: GERrard 8811

Annual Subscription 26s. 0d. post paid

# GREAT AND GOOD

*Copyright by A. G. Course*
*Captains Course and Hendry (right), and in the background the hut where " Shalimar " did his writing*

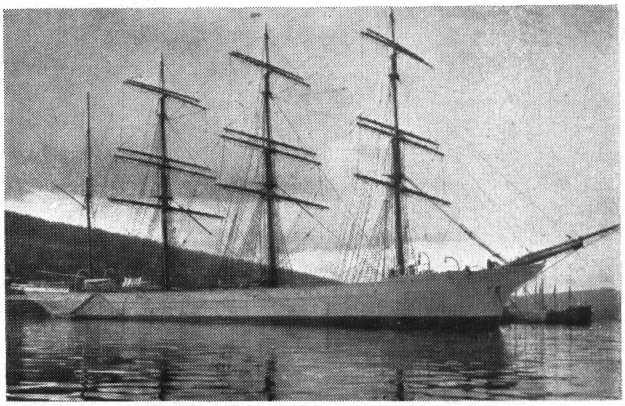
THERE was nothing in the obituary columns about them, but two fine old British seamen, both of whom became good writers too, have recently died. They were Captain F. C. Hendry, who wrote as " Shalimar," and Captain James S. Learmont, whose book " Master in Sail " is certainly a valuable documentary of the sailing-ship days from the master's point of view and may be a classic. Both men were Scots, both went to sea as boys in sailing-ships and both became ship-masters. Both, too, after long and successful careers in their chosen professions (Hendry chose two, for he was also a soldier), showed they they could write good, strong and readable prose—Hendry as yarn-spinner primarily, Learmont as a recounter of maritime facts in a straightforward and outspoken manner without adornment. Other masters in sail had written sea books before them, notably Captain J. Conrad (who hated to have any of his books described as I have just described them—as " sea " books). A few of the old-timers, qualified as masters in sail, still write. Noteworthy among these is Captain A. G. Course, whose " Wheel's Kick and Wind's Song " is a first-class yarn and whose story of Devitt and Moore's will be out one of these days, I hope. But they are a dying breed. Soon—too soon—few mariners will remain who even understand the idiom of the sailing-ship, though I don't doubt there will always be plenty of mariners and landsmen alike who will delight to read about the old ships. Maybe there will be more as the ships themselves become more remote. At any rate the number of readers for such books shows no decline, as yet.

I had the privilege of knowing both Learmont and Hendry. I won't say well, but at any rate over a good many years. I met Captain Hendry shortly after he had begun to write and he told me how he, well, practically stumbled into that profession. He went to sea first as a cadet—or apprentice: I forget which but probably it was the latter—in the beautiful four-masted barque *Routenburn*, which was one of the last of the magnificent Scots semi-clippers. I knew her well when she became the Swedish school-ship *Svithiod* and later the *Beatrice*. She was the ship we raced in the *Herzogin Cecilie* back in 1928, round the Horn with grain from Australia. She was cut down then to a stump t'gall'nt job (that is, no royals) but when Hendry knew her she was a skys'l yarder. Built by Robert Steele and Company in 1881, she was an iron four-masted barque of 1,997 tons, 289.7 ft. long by 42.2 beam and 23.9 depth, so she was much smaller than the later-day giants. She was a handy vessel and she could sail. She was built for Shankland's Burn Line, which traded to India, but the steamers put sailing vessels entirely out of that business and she was sold to Sweden. She made very good passages under the Swedish flag, despite the cut-down rig, and her graceful bow and beautiful lines were admired wherever she went. Captain Hendry admired her very much, but he told me that she was a wet ship with her cargo aboard, and she could take seas over the poop.

After a lengthy experience in sail and steam, Hendry served for a spell as an instructor in navigation at Aberdeen. Some time after that he was a pilot on the Rangoon River. The first world war found him in the Indian Army, where he must have done very well for he came out of the war a holder of the Military Cross and an Officer of the Order of the British Empire. I recall that he told me he spent some time then on the *Tigris* and the *Euphrates*, making old stern-wheelers work and go about their military duties. There is something about military duties which brings out the worst in old ships, but Hendry made those stern-wheelers pull their weight in the Mesopotamia campaign. Not long after the war, he retired to his beloved Morayshire and settled in Grantown-on-Spey. Here

# SEAMEN WRITERS, TOO

## . . . says Alan Villiers



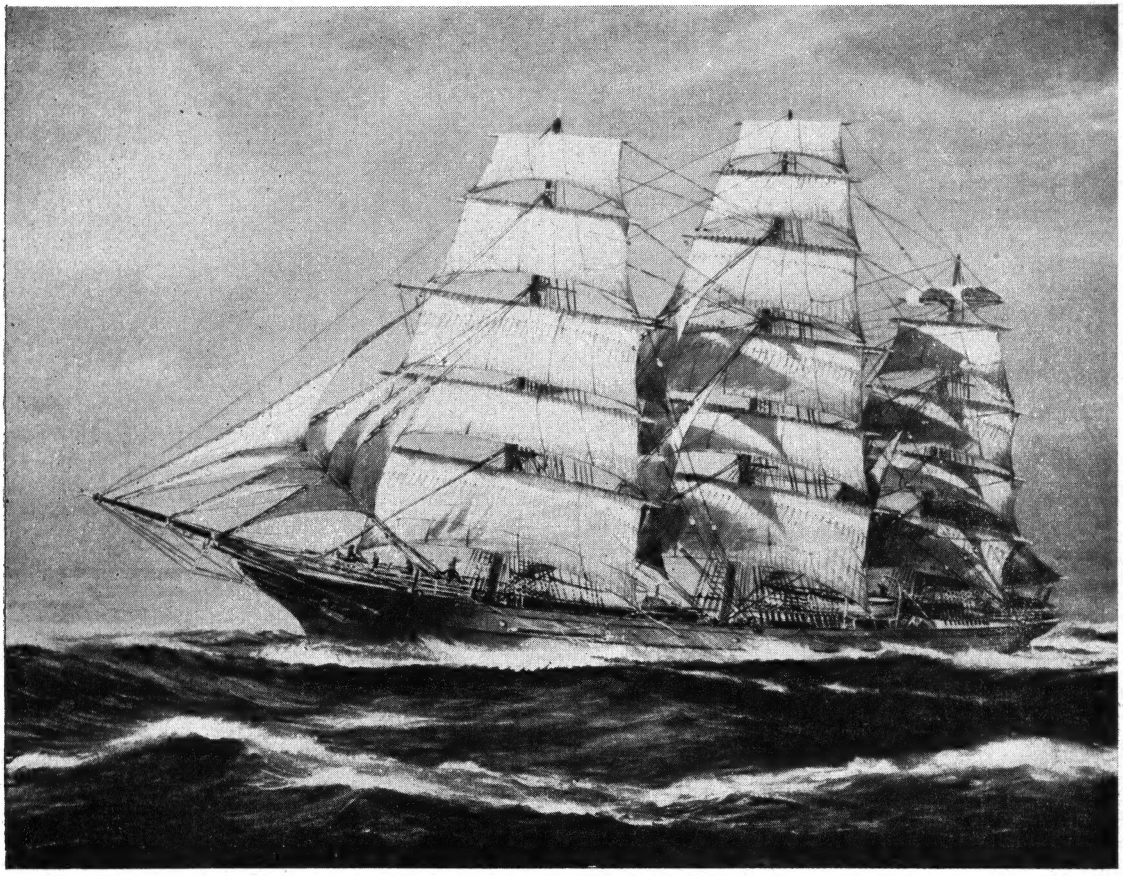
*The "Beatrice" ex "Routenburn" in her shortened masts and "Jubilee" rig*

retirement bored a little, as it often does. So one day he went to the nearest market town and, browsing about the local Woolworth's, bought himself a sixpenny exercise book to scribble in.

"I took this home and I sat down and wrote a yarn," he told me. He sent the yarn, still in the exercise book, to Blackwood's Magazine, rather expecting to hear no more about it. But it was a grand yarn and they took it, sending him back a nice cheque. That was enough for Hendry. He found he hadn't retired but begun a new career, a career which he was to follow with energy and skill for the next quarter of a century. As a writer he was entirely self-taught—or rather, not taught at all but just plain gifted. He had a grand flair for a swinging yarn of the sea, no psychological stuff like Conrad's, but good straight yarns of things pretty much as a plain seafaring man would see them as they happened. He went from strength to strength—first, the yarns for Blackwood's, then collections of the yarns in book covers which sold very well and still sell—among them "Down to the Sea," "Mingled Yarn," "True Tales of Land and Sea," and then a novel or two, one at least was published in America. But Hendry was not really a novelist. He was a sailor who could write, and the intricacies of character that Conrad could juggle with so well and so darkly were not for him. So the novels did not sell so well and the American market did not care for them at all. Reading tastes differ there. The big "slick" magazines like the *Saturday Evening Post* like their yarns to a very definite formula, and the other magazines—well, a good many of them wouldn't know a good sea yarn if they saw one.

Hendry had to have a basis of fact for his yarns. They read like that and they were written from truth—at first from his own experience (which gave him a pretty wide field to work over) and then from others. He loved to drop aboard odd ships in odd little ports and yarn with the seaman still at sea. He yarned with everybody—masters, cooks, able seamen, pilots. One of the pilots he yarned with was Captain James S. Learmont, who could spin a mighty good yarn himself but didn't, then, go in for writing them. Learmont was superintendent of pilots at Harwich at the time. He, too, had a ripe and widely varied experience. Hendry had begun his sea career as an officer—aspirant—abaft the mast. Learmont came through the hawsehole, though it was the hawse of his father's schooner. He was at sea at 12 in that hardest school of all, the coasting sailing-ship. Coasters were always tougher than the deepwatermen, and nowhere were they tougher than round the coasts of Britain. A deepwaterman had plenty of long spells of good weather when both ship and crew could take things easy, but the coaster rarely knew good times or any continuous good weather. If there was a spell of fine weather, then the coaster worked the harder, handling all the cargoes in and out that she could possibly manage. The very small crews worked cargo, too, and they were at it often. In the big ships they worked some cargoes out such as coal on the west coast of South America. But, compared with the boy in a coasting schooner, the deepwater cadet had a princely life.

At 15 young Learmont had had enough of coasting and shipped deepwater himself, though not in any half-deck. He was before the mast in a little barque belonging to J. and J. Rae, of Liverpool, a firm he was to serve well in later years. Learmont served his time before the mast as many young seamen did in those days. It was not at all necessary to become a cadet or an indentured apprentice in order to qualify in due course as a second mate, but it may have taken a little more character and determination to get out of the forecastle. Learmont had the good fortune to serve in some excellent ships where the masters took a friendly interest in their more intelligent foc's'l hands, as well as in their apprentices. (In most ships they were interested in neither.) One of the best of these ships was the barque *Strathdon*, in the Australia trade, and Learmont was quartermaster/A.B. in her when he was 17. The *Strathdon* still carried passengers then and was a very well-run ship. Her complement before the mast included at



*The beautiful "Brenhilda"—Capt. Learmont's first command*

least one certified officer (times were hard, and men had to accept what jobs they could). Learmont studied in his watch below in a forecastle which had the unusual distinction of holding three sextants and twice that many navigators. After one Australian voyage in the happy *Strathdon*, Learmont sat for his certificate in London. He was at school four days, took his second mate's "ticket" with no trouble at all, and was away as watchkeeper in a big Nova Scotian not long afterwards. That was in 1895.

Learmont was master in sail when he was 24 and of no broken-down old sieve, either. His first command was the lovely ship *Brenhilda*, an iron semi-clipper which had been in the emigrant trade to Australia. Learmont sailed mate of her a voyage and then took command, after a brief experience in steam—brief, but enough. Steamships were not for him! This was in the late 'nineties. At that time, the majority of officers in the British merchant service were still trained in sail—they had to be—but very few chose to stay in sail once they were qualified as second mates. They joined some steamship company and began the slow, often heart-breaking, process of working their way to command. Some joined tramps, to get command earlier (as some join tankers nowadays), for it was usually necessary for a seaman to have known command before he could be accepted for the better-class job ashore—surveyor, examiner, superintendent, and the like. Learmont took the unusual course of staying in sail (except for that one brief lapse) and, to the end of his days, he was critical of those who obtained an academic approval of their sailing-ship experience yet never had had charge of a watch at sea in sail at all. At that time it was possible to get a square-rigged "ticket" by serving a mere twelve-month at sea in sail, and, the square-rig endorsement once obtained, he could carry on through the various grades right up to extra master, becoming more and more academic in the process.

The great majority of young officers knew they had to go into steam. This left, far too often, the has-beens and the indifferent for too many sailing-ships. Learmont overcame that difficulty in typical fashion, by promoting his own cadets to be his officers. He looked after the cadets in the Cape Horners he commanded—*Brenhilda*, *Brenda*, *Bengairn*—as the captain of the *Strathdon* had looked after him, and he

never had cause to regret it. He had confidence in youth. On at least one occasion both his mates in a powerful big full-rigged ship were lads under 20. Learmont had brought them up, and under him they made splendid young officers. It was a pity other shipmasters didn't do likewise.

When Learmont came ashore it was to a first-rate berth, as he deserved. In January, 1910, he began his long and successful career with Trinity House, with whom he rose to be a superintendent of pilots. I knew him when he was at Harwich. I was there in my little full-rigged ship, the *Joseph Conrad*, bound on a voyage round the world. It was October, and there were south-west gales in the Channel. I needed a pilot to get past Dover on the first leg of the voyage. Learmont came himself, though he did not usually go out at all by then and was not required to. We slogged about in the Channel entrance with the short seas piling high and the little full-rigger jumping and leaping, her wooden yards creaking under the necessary press of sail to drive her to windward. Learmont loved it, and he went ashore at Dover with obvious reluctance.

He didn't write anything until he had retired. He was a one-book man—" Master in Sail." Well, it is a good book, and he can stand on the reputation it made for him. It is a great pity there are not more one-book men like him.

Learmont could never suffer fools gladly. He called a spade just that, and he could never see it as anything else. His sailing-ship training bit too deep for that. He could never, for instance, understand or accept those fantastic claims of runs well in excess of 400 miles a day made for a handful of wooden clippers. He just didn't believe in them at all, and said so. It struck him as a little too odd that the ships that claimed such runs held no other " records," and that such claims all died when the first-class passengers departed from sailing-ships. He knew what it was to drive good ships. He knew the *Cutty Sark* claimed to have logged nothing better, ever, than a 360-mile day : yet she held records.

Captain Learmont was still combating those extravagant claims of the over-publicised clippers, and everything else that struck him with force as false and ridiculous, until he died.

They were a good pair, Hendry and Learmont—the real thing, both of them; sailors who rose to command and who kept clear eyes and clear minds, and could write very well of a life they knew. Both were about 80 when they died. They had a good innings, and they deserved it.

*Capt. James S. Learmont*

# TOPICAL DIGEST

### Twenty-four Warships leave the Navy

*The Navy is to scrap or sell immediately two dozen warships—including a famous Fleet aircraft carrier, a cruiser, and 11 destroyers. Reason ? It would have cost more than £7,000,000 to make them battleworthy.*

*" Indomitable," 23,000 tons, the carrier to be scrapped, is only 14 years old. She was forced out of active commission by a petrol vapour explosion which killed nine and injured 30 of her crew at Malta in February last year.*

*" Argonaut," 5,770 tons and 13 years old, is the last of the Dido-class cruisers. She has been laid up since the war ended.*

*The 11 destroyers, all completed in 1942, were to have been converted into fast anti-submarine frigates under the Fraser Plan and 1951 rearmament programme.*

*" Hotham " one of the frigates to be disposed of was to have been the Navy's first major gas-turbine warship. But the future of the Navy is in atomic-engined ships. Another frigate is the 1,000-ton " Berkeley Castle " which was wrecked in dry dock at Sheerness in the 1953 floods.*

*"Montclare," the 20,000-ton submarine mother-ship marked for the scrap heap, broke adrift in a gale off Land's End last February when being towed from the Clyde. She was to have been refitted at Portsmouth. The 44,000-ton " Vanguard "—last operational battleship and the first ship to be laid up in the new finance and manpower crisis—is to complete her refit at Devonport and will then be towed to the Clyde in February.*

### Gas Turbine Model

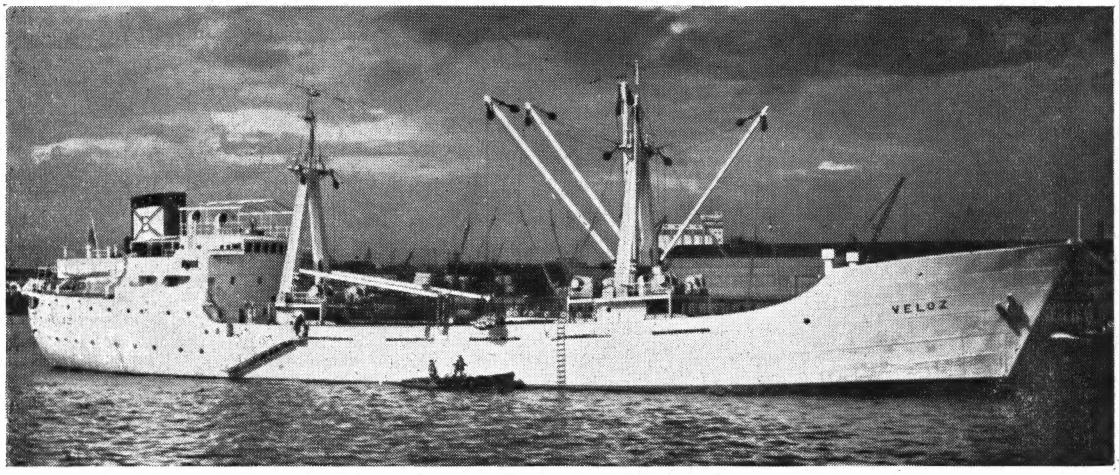
*Keen interest was aroused at the Engineering, Marine and Welding Exhibition, Olympia, by the model of a single 5,000 h.p. gas turbine unit which is shortly to replace the existing power unit on board the Shell tanker " Auris." A model of this ship—made by the captain of her sister ship—was shown in the 1954 Model Engineer Exhibition, where it was awarded a silver medal.*

### Two Fleets Link Up

*Two of Britain's oldest shipping companies—Union-Castle and Clan Line—have announced a £53,000,000 merger.*

*Union-Castle has run its mail boats to South Africa for a century; the Clan Line has sailed to Africa and the Far East for 65 years. The new combined fleet will total 774,000 tons. And the line will be Britain's third largest, after P. & O. and Cunard.*

# SHIPS




*M.V. "Veloz" 1,700 tons deadweight capacity, one of the smaller ships in the Booth fleet*

**VELOZ**

LATE last year the Booth Steamship Co. Ltd., of Liverpool, decided to add several small vessels to its fleet. One, the 1,090 ton m.v. *Vamos*, was bought from Sverre Ditlev Simonsen & Co., Oslo, and two others of rather larger size were ordered in Germany. The first of these latter, the m.v. *Veloz*, was delivered during the late summer and visited London early in September to complete loading for her maiden voyage to Belem, Manaus, Leticia and Iquitos. Designed for service between New York and Amazon ports, it is unlikely that she will be seen again in European waters.

Built to a fixed price by the Norderwerft, Hamburg, the *Veloz* was launched on June 2nd, delivery being made eleven months after the signing of the contract. As the illustration shows, she is of remarkably attractive design and unlike the larger Booth Line ships has her topsides painted in the lightest of greys. The machinery and all accommodation is aft, and there is a single long well deck, where there are two hatches. These are served by seven derricks which are mounted on two bipod masts. The d.w. capacity is approximately 1,700 tons on dimensions 266 ft. × 41 ft., and a single M.A.N. type diesel engine gives a service speed of 12½ knots. Captain N. F. Sharp, who has served as chief officer in other Booth Line vessels, was promoted to take over the *Veloz*.

**AROSA SUN**

The Transatlantic service of the Arosa Line Inc. which has hitherto been maintained by the *Arosa Star* and *Arosa Kulm* has been augmented by a third and much larger vessel. This, the 17,080 ton m.v. *Arosa Sun*, made her first sailing for Quebec from Trieste on July 15th. Leaving Quebec on August 7th, she made her first call at Southampton eight days later, then proceeding to Bremerhaven, which will henceforth be her European terminal. The *Arosa Sun* was built in 1930 as the *Felix Roussel* for the Messageries Maritimes' Marseilles-Saigon service. As completed by the Soc. des Ateliers et Chantiers de la Loire, Saint Nazaire, she had a vertical stem and two squat funnels of square section. In 1936 she was re-engined, lengthened forward and given a raked stem—which increased her speed. She now maintains 15 knots in service.

While being refitted after the war (during which she served as an Allied troopship in the Pacific) her appearance was again altered by the removal of her two funnels and the substitution of a single, much wider, one. Acquired by her present owners in the spring of this year for about $3,500,000 the ship was sent to Trieste for the overhaul and alterations, which took about two months. Besides work on the machinery, considerable alteration was made to her accommodation—including the provision of some new public rooms—and she now caters for 100 first- and 860 tourist-class passengers. A very strongly-built ship, with, incidentally, a stem that is remarkably thick at the waterline, she should prove excellent on her new service.

Her main public rooms retain their original Eastern decor and are notable for their quiet, mellow atmosphere. Typical items which come to mind are the lovely carvings round the first-class dining saloon and the decorative ironwork of the doors to the main smoke room, in which three elephants emulate Atlas in supporting a majestic grand piano.

A notable feature of the cabin accommodation is that many of the first-class ones are provided with their own private verandas. At a later date it is planned to enclose the forward well deck, extend the superstructure and add another (open air) swimming pool. The *Arosa Sun*, which is propelled by two 10-cylinder Sulzer engines, has an overall length of 598 ft. and a breadth of 68 ft.

**CAP FRIO**

Since 1950 when they placed their first post-war order, the Hamburg-South American Line (H.S.D.G.) has been steadily rebuilding its fleet. Its first vessels—all given

" Santa " names—were of 7,000/9,000 tons gross and had accommodation for 28 passengers, but a speed of only 13 knots. Later a number of faster ships—also of cargo-liner type—were ordered and several of these have been delivered during the past few months. These, which bear " Cap " names, are capable of about 16½/17 knots in service and even more when required.

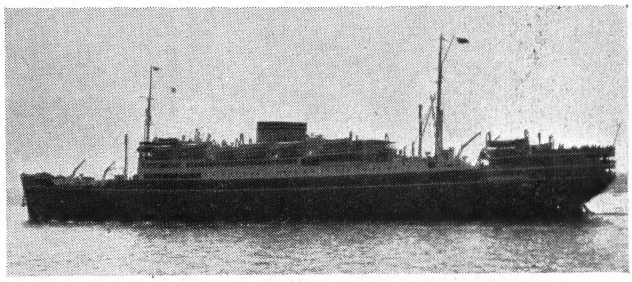
Among those completed are the *Cap Norte* and *Cap Vilano*, built by the Howaldtswerke, Hamburg, and the *Cap Blanco* and *Cap Frio* by the Flenderwerke, Lubeck. The last two are actually owned by the Reederi Rudolf A. Oetker, Hamburg, but are operated by the H.S.D.G. The last named, the *Cap Frio*, recently called at Southampton to discharge a cargo of bananas from Santos and the Canaries—part of which was carried on deck—when the writer had an opportunity of inspecting her. Although

# *in the news*

small in comparison with many of their pre-war passenger vessels, the 5,857-ton *Cap Frio* is a most impressive looking ship, not only for her remarkably trim and workmanlike design, but also for the almost incredibly high standard at which she is maintained. Although nearing the end of a long voyage her condition was spotless. Looking at both hull and decks it was as if one was appraising not a real ship but a model, so completely was the paintwork devoid of blemish.

As is well known, the H.S.D.G. ships have a white funnel with a vermilion-red top. The later units do not have the usual black topsides, a light silvery grey being used instead; although the deep brick red boot-topping remains unchanged. This same shade of very light grey is used for all decks and deck fittings, contrast being provided by the use of vermilion paint for the tops of the winch platforms.

The *Cap Frio*, like most of her class, has accommodation for 12 first-class passengers whose cabins are arranged amidships to port and starboard. Each cabin has its own toilet with either shower or bath. The cabin walls are painted, which makes a pleasant change from the usual veneers. At the forward end of the superstructure there is a most attractively decorated lounge extending



*The 17,080-ton m.v. " Arosa Sun "*

the full width of the ship, and here short partitions give the illusion of three separate rooms, lounge, dining saloon and bar. Another attractive and interesting feature is the use of the top of the wheelhouse as a sun-deck for passengers. Curved and sloping bulwarks forward provide necessary protection against wind, yet they are low enough—especially aft—to enable one to sit yet see all that is going on around.

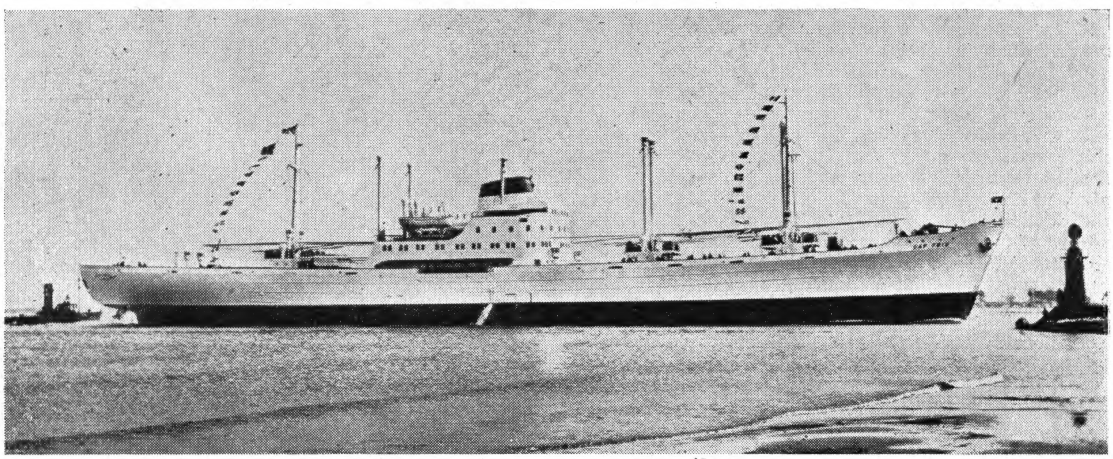
The *Cap Frio*, which was delivered on March 15th, is of 8,300 tons d.w. and has about 100,000 cu. ft. of her cargo space fitted for refrigerated cargoes. She measures 471 ft. in length b.p., 61 ft. in breadth and is propelled by an 8-cyl. M.A.N. type engine of 7,200 b.h.p.

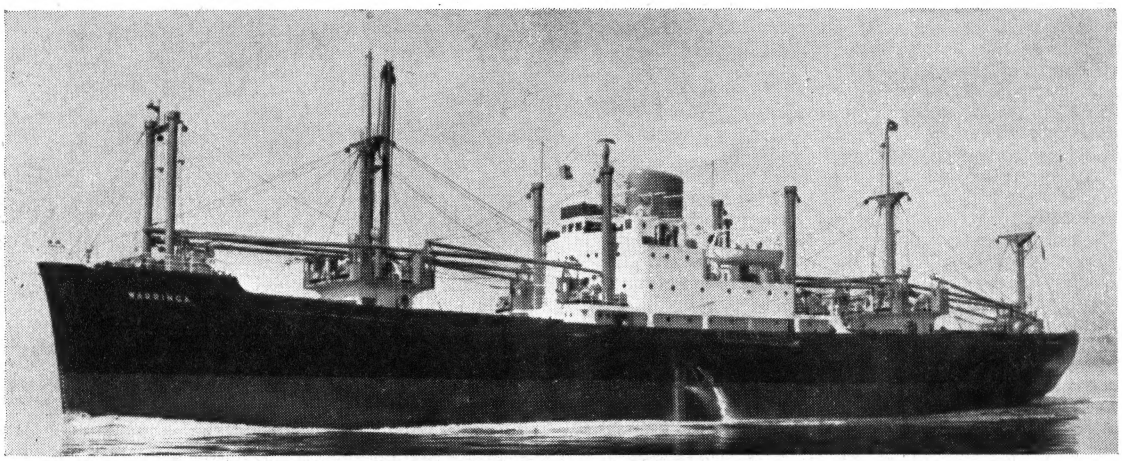
**WARRINGA**

A ship with several interesting features which has recently entered service is the *Warringa* (2,716 tons gross), built for Huddart Parker Ltd., Melbourne, by the Burntisland Shipbuilding Co. Ltd. She has been designed to trade between Tasmania and ports on the Australian coast, and carry bulk, general and refrigerated cargoes. Her length b.p. is 320 ft. and breadth mld. 49 ft. 6 in., the deadweight capacity being 4,280 tons. She has four holds, with 'tween decks and in No. 2 'tween deck has three large compartments for the carriage of perishable cargo such as meat, fruit and dairy produce.

The cargo handling gear is exceptionally elaborate, comprising twelve 5-ton and four 10-ton derricks, as well as one of 25 tons capacity which serves No. 2 hatch. The weather deck hatches have sliding steel covers and there are 16 electrically-driven winches. All the accommodation is amidships in a short high superstructure.

*The Hamburg-South American Line m.v. " Cap Frio "*





*S.S. " Warringa," designed for trading between the Australian coast ports and Tasmania*

As may be seen in the illustration the masts are stepped through raised winch platforms and there are three pairs of kingposts, with a single one right aft. Yet despite these and her relatively great beam the ship has an attractive appearance, reminiscent of, but better looking than, those designed for Europe-Great Lakes service.

She is propelled by a 4-cylinder Ailsa-Doxford type engine developing 2,000 b.h.p. and designed to operate on boiler fuel. Her service speed is about 12 knots. Her builders have another Australian ship on order, one of 3,450 tons d.w. for Australian Steamships Pty. Ltd.

**AGINCOURT**

Exciting a notable amount of interest and comment in London's Dockland recently was the veteran ironclad *Agincourt*—still impressive despite the substitution of a battery of cranes for her former top-hamper and armament. Used since 1908 as a coal hulk at Sheerness, she was towed up-river, first to the S.W. India Dock and then to Blackwall for dry-docking.

The *Agincourt*, which was built by Lairds, of Birkenhead, was one of a group of three similar vessels, the others being the *Minotaur* and *Northumberland*, constructed by the Thames Ironworks and Mare of Blackwall, respectively. Each measured 400 ft. in length b.p., had a beam of 59 ft. 6 in. and a draught of nearly 28 ft. They comprised the Navy's second group of sea-going ironclads, the pioneers being the *Warrior* and *Black Prince*.

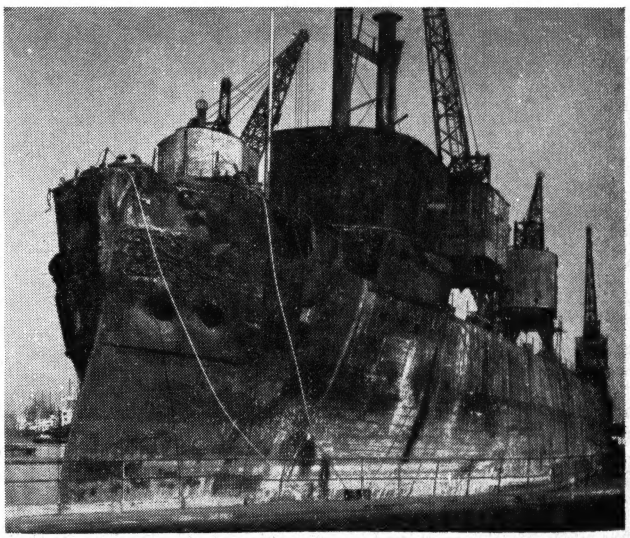
On account of her size the *Agincourt* was built in a graving dock. However ugly her topsides, she had very good lines below the waterline and she proved a stable gun platform and good sea boat though very difficult to handle. The high fuel consumption of those days made sails a necessity, and the *Agincourt* was therefore given five masts with square rig on the first four. Her two funnels were well forward and placed just ahead and abaft of her second mast. Laid down as a 50-gun ship, she was, however, given twenty-six 68-pounders and twelve 40-pounder Armstrongs. Later this was changed to four 300-pounders and twenty-two 100-pounders. Subsequently, other alterations were made to her armament, but never to the extent of giving her heavy breech-loaders.

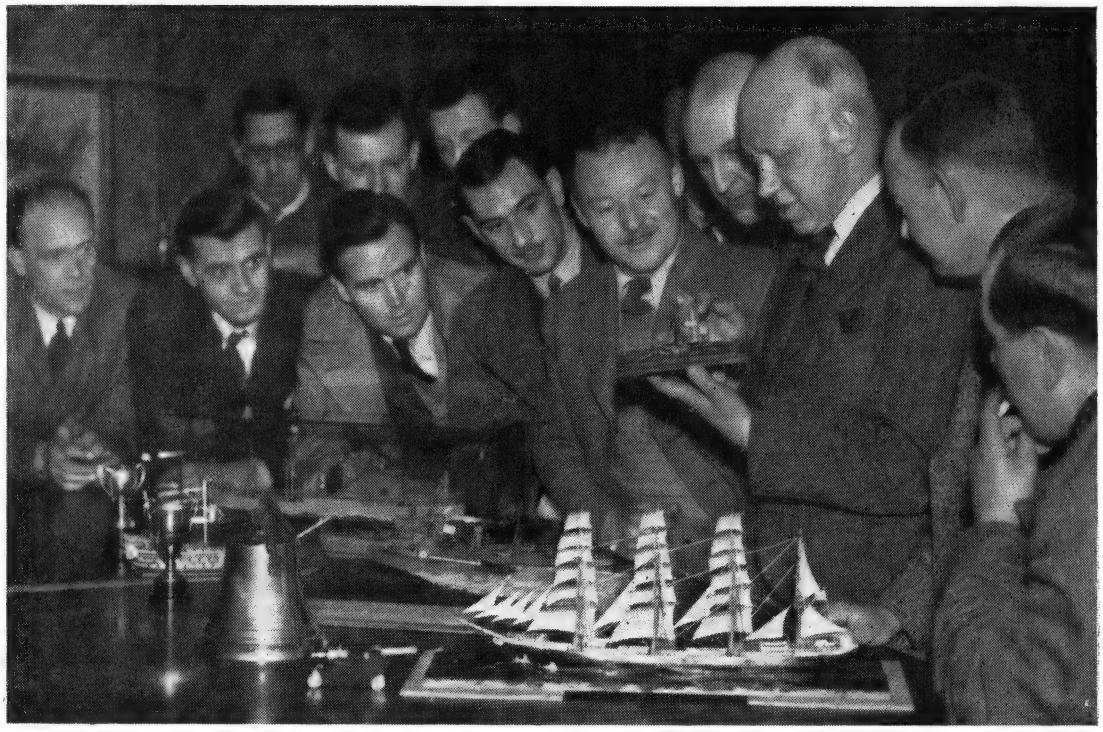
Her machinery made by Maudslay, Son and Field was of the horizontal return-connecting rod type and had two cylinders, each 101 in. in diameter by 54 in. stroke. Steam was provided by no less than ten tubular iron boilers.

The *Agincourt* ran trials in 1865 and attained 15.4 knots in light condition, but for various reasons it was not until 1868 that she was ready for sea and became the flagship of Vice-Admiral Sir Baldwin Walker as C.-in-C. Nore. The following year she became the flagship of the Second in Command of the Channel Squadron and, flying in turn the flags of many famous admirals, held that position for about twenty years.

In the 'nineties, after being reboilered and modernised, she was paid off into the Reserve and adapted first into a depot ship for boys and then a training ship. In 1898 she became the *Boscawen III*, while tender to the training ship of that name at Portland. Seven years later she went to Harwich, then becoming the *Ganges II*. Not long after —in 1908—it was proposed to sell her, but instead her main engines were removed and she became a coal hulk with a capacity of 10,000 tons. Today, although the Navy relies on liquid fuel, there are many dockyard craft—tugs and the like—which still use coal, and it is these that she now serves.

*The early ironclad " Agincourt " as a coal hulk*





(*Photo by Sheffield Telegraph & Star*)

*The first post-war meeting of the society. Messrs. Maltby and Anthes will be recognised with, between them Mr. J. Tearle and Mr. J. Wood-Smith (holding the model). Mr. A. J. Beal, in dark suit, is editor of their magazine " Ahoy "*

# THE SHIP MODEL SOCIETIES . . .

# *SHEFFIELD*

## *By Jason*

THE Sheffield Ship Model Society may be described as a " splinter " growth. In the autumn of 1938 Mr. J. Wood-Smith, being a member of the local model engineer society, was sitting patiently and Micawber-like at one of the meetings. Another ship-modeller entered the room and sat down beside him. This was Mr. M. Maltby. Naturally, they soon were immersed in a discussion on ship modelling—and they had much in common. Both, it must be remembered, were professional engineers. Both were readers of SHIPS AND SHIP MODELS and both had read my notes on the formation of societies up and down the country.

" Why not start our own ship model society? " said Mr. Wood-Smith. " Why not ? " said Mr. Maltby. " Let's ! "

A letter in the local Press resulted in five people turning up at the first meeting on January 18th, 1939. It was quite an informal get-together but it was decided to carry on, and the real initiation meeting took place three weeks later on February 8th. Thus Sheffield started off on a good foundation. But Sheffield, like other great munition centres, soon felt the heavy pull of war preparations and it held its last pre-war meeting in July, 1939. It was not until seven years had passed that it was to resume its hobby in a society.

At first glance one might think the Sheffield and Birmingham clubs were alike and had common interests. Both have a strong leavening of business executives and both are democratically run in the broad sense of meaning. But thence they part company.

In Sheffield " steam " seems to predominate, especially in the bigger models. Yet there is a strong following for " sail." Recently there has been a decided swing over to power-boats, probably due to the recent acquisition of " water " by the City Fathers. Sheffield has a good school of miniature workers and even on the larger models the detail work is up to miniature standard. The most noteworthy section—if it can be described as a section—is that of the novelty, the unusual, the purely scenic and the utterly historical. Many of the members are for ever experimenting. Such men as Money have made their mark on the national standard of ship modelling. He is an artist. He is also a complete and exquisite craftsman, but he earns his bread and butter as a paddler. Older readers will remember his Coal Hulk, dilapidated and dejected, a perfect portrayal of the downfallen once-proud clipper. His " perspective " foreshortened H.M.S. *Victory* was another praiseworthy effort, He turned out many of these year after year, and his ghostly *Flying*

*Dutchman* was really ghostly and wraithlike. Although it was of thin perspex it was correctly detailed as to the "period."

Then, again, a Parson rings the changes on Egyptian ships of several thousand of years ago via Roman corn ships to a nineteenth century tubular lifeboat from North Wales. This latter was officially approved and used by the Royal National Lifeboat Institution. (Perhaps I should mention in passing that he is a Greek and Latin scholar.) I believe that his masterpiece has yet to be seen. He is eminently qualified to show us the *Ship of St. Paul.*

Consider the range between a broken-backed tramp steamer on the Goodwins to a native boat from the Fiji Islands or the Coral Sea. The Sheffield members are equally at home in cardboard or sycamore as a means of fashioning a hull. The president himself has spent years in assembling the data and details for a Foo Choo trading junk. It is Sheffield's proud boast that every member is an active modeller and, as if to prove the rule by the exception, they trot out the editor of their attractive and well-established magazine *Ahoy* ! He does nothing but research work; he is a glutton for this work; he revels in it and he has a useful tongue at the monthly debates. With such a wide range of ships and subjects their debates must surely be interesting.

The Sheffield society is fortunate in participating annually in a public exhibition. Usually it is shared with one of the other local societies, the engineers or the aeroplane people. This four days' show is held in a centrally-situated hall and, with a small admission charge, is well supported.

Sheffield has quite an array of trophies and awards which, for several reasons, are worth noting here. The most important of these is the Open Trophy, which has travelled outside the South Riding already. This reminds me that the Sheffield society sends its models regularly to the "Model Engineer" Exhibition in London and other places, notably Manchester and its neighbouring cities. In addition to trophies for miniatures, power boats and new members, there is the important club award, the Ship's Bell, for the best model of the year by a member. There are also awards for the three ship-modelling virtues —workmanship, accuracy and originality.

It will be remembered that Birmingham has had only one public exhibition on its home ground and there were no awards then or at any other time for their members.

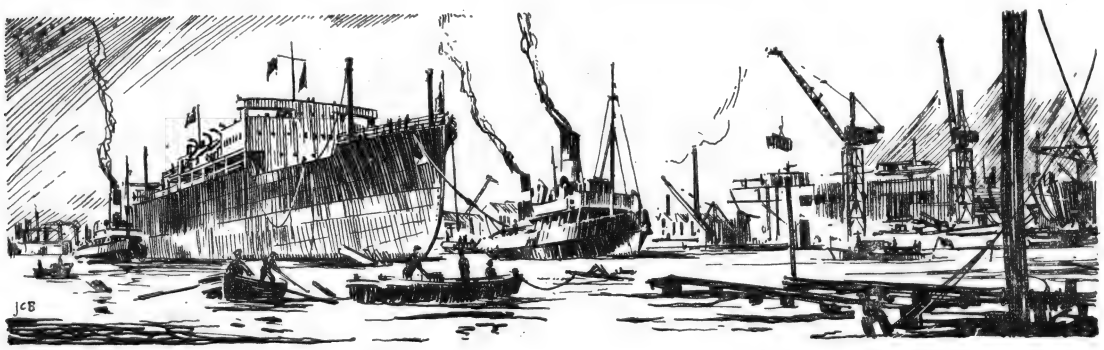
The Sheffield society usually has a small profit from the annual exhibition which, together with the modest subscription, suffices for all their needs. In recent years Sheffield has not favoured organised trips as is done by Birmingham, but like Birmingham the members work hard. Sheffield has had a goodly share of awards from the London exhibition.

Concerning this, there is a good story which will bear telling years after it happened—I feel sure those concerned will not mind. Societies in the past nominated three entries to represent them in the team prize competition. The prize is won by the society scoring the most points with its selected three entries. As may be expected each society chooses its challenge entries and the secretary does the rest by notifying the exhibition organisers. The Sheffield secretary, just newly married, made a mistake in the chosen entries. This mistake cost Sheffield the team prize. But the secretary was blissfully unaware of this. He was on his honeymoon !

Reference must be made to the Maltby Trophy donated by one of Sheffield's members. This is a miniature ship's wheel and is awarded annually at the "Model Engineer" Exhibition to the society which scores most points for *all* its entries and not to three selected as in the team prize. The donor's purpose is to encourage societies to send as many entries as possible to the exhibition. As points can only be scored by obtaining a reasonable standard of craftsmanship, i.e. diploma awards, societies will not be tempted to send in poor workmanship. This is a ten-year competition and the highest aggregate score of points will win the trophy outright. It does not necessarily follow that the club winning it most years will score the most points.

Once a society is established, consolidation naturally follows. Many of the younger societies have paid the penalty for thinking that a society once formed will go by itself. It won't. It has to be pushed *by the members*— all of them.

Here are some thoughts on the elements which help to consolidate: (a) The prime objective is obviously to make models: to encourage members there should be displays and exhibitions. (b) Every endeavour should be made to replace the natural shrinkage of membership: the rate of shrinkage is lessened by attention to (a). (c) Enrolment of country and foreign members: the idea is that honour and pride are reciprocal as between the country member and the society. This is sometimes one-sided in its application. (d) A satisfying syllabus of talks and demonstrations: this is mainly the secretary's job, but shy members make it a heart-breaking one. This is a very important part of consolidation and I hope to return to it in a future issue with a set of hints on the ideal syllabus. (e) A hard-working and tactful secretary. (f) A magazine to bind these elements together and whose editor will ease the load on the secretary's shoulders.



# HOUSE FLAGS OF THE CUNARD LINE

## By John S. Styring

THERE has been some controversy for many years over the house flags of the Cunard Line, and in particular the blue flag with the white star. The following facts, I venture to suggest, solve this problem once and for all.

It is a well-known fact that the Cunard Line originally flew as their house flag two long narrow pennants, the upper one blue with a white St. Andrew's cross near the hoist and the lower a narrow red streamer. The approximate date when the change-over from these two flags to the one in use at the present day is somewhere about 1880. For some years I have been trying to find authentic details of this blue flag with white star which the Cunard company used for a brief period, probably about 1879. I think the evidence set out here goes to show that the flag actually did exist, although the actual date may not be so clear.

Samuel Cunard's family were shipowners in Halifax, Nova Scotia, and from the Marine Historical Association of Mystic, I got a drawing of the flag used by E. Cunard, who was quite probably a nephew of Samuel, and who at the time was acting as agent in New York for the Cunard Line. This was a blue flag with a white five-pointed star. The proportion of the flag was five to seven, and the star was placed in the centre, extending fully a third of the way across the flag. It is, therefore, easy to assume that this was the original source of this flag.

In a booklet published by the Inman Line for the benefit of passengers, unfortunately undated, but approximately 1878-1879, description is given of various flags which might be seen on the Atlantic route. The Cunard flag is there described as "blue containing white star." Although the Cunard company themselves have no official record of this blue flag, they state that the flag of A. Cunard & Son, the original firm to which Samuel Cunard belonged, was, in fact, registered at Halifax in 1822 as "a blue flag, centre white star." Some time ago, through the courtesy of the Congress Library in Washington, I had loaned to me a small booklet—"The Trans-Atlantic Steamship Funnel Marks, House Flags and Night Signals." This book was published by Pelletreau and Rayner of New York in 1875. The Cunard flag is definitely shown there as blue with a white five-pointed star.

In the Underwriters' Room in Liverpool, there is an excellent original painting of the *Asia*, dated 1851. The house flag, which is perfectly clear and prominent, is blue with a white star. The date, 1851, seems to infer that certain Cunard ships were using this flag even at this early date.

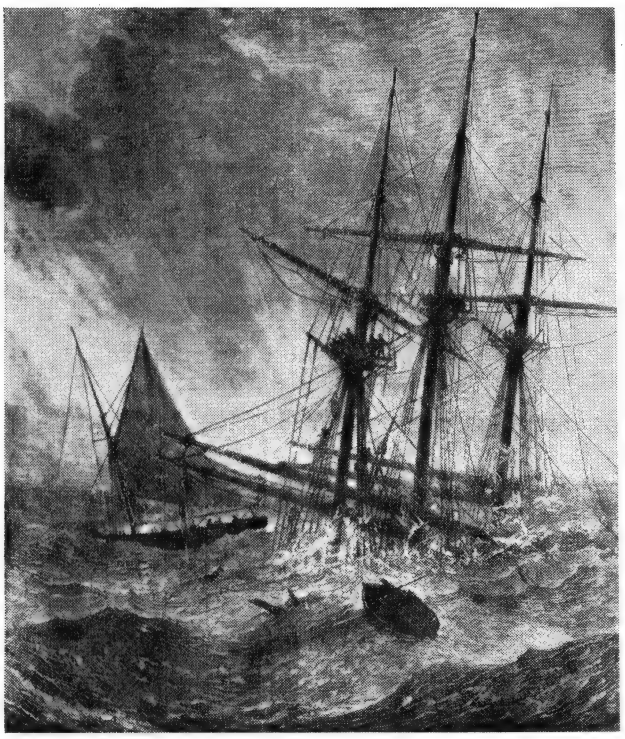
There is a book in the Mitchell Library at Glasgow which forms part of the Wotherspoon collection entitled "In the Track of the Comet." In this book it states that the two pennants were the original house flag of the Cunard Line, but that, in 1878, the two pennants were used solely on ships engaged in the Mediterranean trade, and the blue swallow-tailed flag with a white five-pointed star was worn by the Royal Mail steamers on the Atlantic route. Both flags were discontinued when the present rampant yellow lion on red was adopted about 1880. (Reference was made here to a swallow-tailed flag.) I know that many shipping companies have adopted a special flag for their commodore or senior captain by cutting a "nick" out of the house flag, thus making it swallow-tailed. Is it reasonable to assume that this was done in the case of this blue flag, and that the reference to a swallow-tailed flag indicates that it was used by the commodore of the Cunard company?

On reviewing the above facts it is probably safe to say that the Cunard Line did actually use this blue flag around the years 1878-1879, although it may have been used earlier under certain conditions of which we have no record, as witness the date 1851 on the painting of the *Asia*.


### An Idea for Christmas

*Why not treat yourself to "Ships and Ship Models" regularly—either by placing a firm order with your newsagent or by taking out an annual subscription? By either method you make sure of getting your copy. Annual subscription 26s., post paid, from Percival Marshall and Co. Ltd., 19-20, Noel Street, London, W.1.*

# LOSS OF



*The scene of the wreck from a contemporary engraving in "The Illustrated London News," February 1st, 1873*

"EARLY on the cold, bleak morning of January 23rd, 1873, news was brought to the good old town and port of Dover, of a disastrous collision having occurred off Dungeness, a distance of some twenty miles, as the crow flies.

"The emigrant ship *Northfleet* was said to have been run down, and to have foundered with hundreds of souls on board.

"Telegrams were instantly despatched, by Lloyd's agents, to all points along the coast, requesting those in authority to furnish immediate information of those saved, and to supply all survivors with needful food and clothing, the cost of which should be gratefully repaid.

"A lugger, the *Mary* of Kingsdown, came into port bringing thirty rescued men. They told their melancholy tale of how the *Northfleet* after leaving the South West India Docks on January 13th, and Gravesend on the 19th, encountered stormy weather and was compelled to run for Margate Roads. She then attempted to get down Channel, but was forced to anchor off Dungeness.

"There she lay on the night of Wednesday January 22nd; when, soon after half past ten, most of the passengers and crew being in their berths, a fearful cry was raised that a steamer was upon them. Almost immediately a violent collision occurred, which shook the ship from stem to stern.

"The watch hailed the steamer, imploring her to stand by the ship as she was in a sinking state with 400 souls on board. But, to the disgrace of humanity be it said, heedless of the agonising shrieks of the terror-stricken crowd of men, women, and children, the steamer proceeded on her way, without rendering the slightest assistance.

"Captain Knowles, in that trying hour, acted with the most commendable calmness and decision. It was found that the steamer had severely damaged the *Northfleet* on the starboard side, and that she was rapidly filling. Efforts were simultaneously made to stop the breach, keep down the water by means of the pumps, and to attract the attention and obtain the assistance of surrounding ships by sending up rockets. Meanwhile the scene on board was most heart-rending.

"Many of the passengers were in their night-dresses, and others had only such scanty clothing as they could find when hurriedly quitting their berths. Children were screaming for their parents, parents vainly searching for their children, while husbands and wives were hopelessly separated; the horror being increased by the darkness of the night.

"The efforts made to repair the breach were altogether futile, and the water in the ship rose so rapidly that the workers at the pumps soon relinquished their task as a hopeless one.

"There was a general rush for the boats, and in that direful struggle for life a wild panic rendered the mass of human beings on the deck almost inhuman and wholly uncontrollable.

"Captain Knowles did his duty to the last, like a brave British seaman. Standing on the poop, he gave command that the women and children should be first placed in the boats. But the order was disregarded by the brutal navvies, who, madly fighting for their lives, took possession of a boat. They cut the tackles by which she was suspended and drifted away from the ill-fated ship, having neither oars nor rudder, but left to the mercy of the wind and waves until rescued by the *Mary* of Kingsdown.

"Upon landing at Dover, they were kindly received and carefully tended at the Sailors' Home.

"And then the anxious question was: 'Where are the rest?'"

---

The above is part of a report written shortly after the disaster and published in a book which was sold to raise a fund for a memorial to Captain Knowles and others who went down with the ship.

Two steamers brought in a few more survivors,

# THE 'NORTHFLEET'

## J. Mannering writes of the emigrant ship that came to grief in the Channel

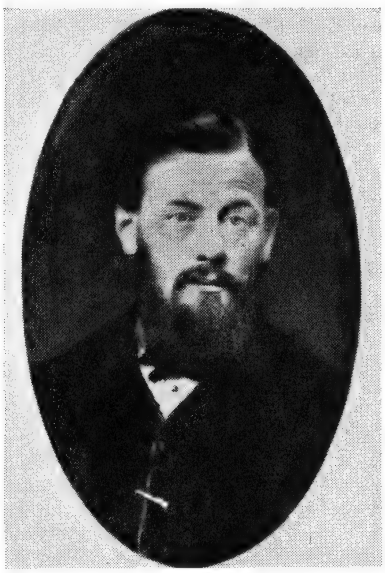
but out of a total complement of 379, nearly three hundred men, women and children were drowned. The tragedy was heightened by the fact that with the *Northfleet* at anchor under Dungeness were two hundred other vessels waiting for a fair wind down Channel. But because at that time there were no definite distress signals, very few of the nearby vessels realised that anything was wrong. The rockets and guns which were fired from the *Northfleet* were thought by many to be signals for a pilot or even noisy greetings to some passing vessel.

It was after this colossal disaster that the Board of Trade were at length moved to adopt the now universal signal of distress at sea; a red rocket or flare.

The steamer responsible for the tragic loss of life was never identified. It was thought at one time to be the *Murillo* under Spanish ownership. But although she was held at Cadiz under suspicion, it was never proved against her.

Captain Knowles acted throughout in the traditional manner of British seamen. Although he threatened, and did in fact shoot one of the men who rushed the boats, wounding him in the leg, he was unable to keep order among the terrified emigrants. He saw his wife into one of the boats which got away, and as the decks began to settle beneath him while he stood by the useless wheel, he called to his faithful boatswain: " Shove off. God bless you. Mind your charge."

A few moments later the *Northfleet* shuddered and dipped below the waves.



*Captain Knowles, who went down with his ship*

*Mrs. Knowles, who was one of those who was rescued*

### OUR COVER PICTURE

*The photograph on our cover was taken by Laurence Dunn from the conning tower of H.M.S. " Thule," outward bound from Gosport for a series of diving trials. The ship, a " T " Class submarine, was built at Devonport in* 1944. *The plating of the forecastle deck looks somewhat untidy, but this is an open superstructure and the real strength of the ship lies in the circular hull.*

# Flags at the "Model

## By Alec A. Purves

THIS year was not a vintage one from the flag angle; there were fewer than usual, but a dozen or more exhibits had pleasing examples, and the really bad ones were fortunately few.

I was delighted to see again Mr. C. A. Chapman's scenic model of the admiral's barge, bearing the award card of the Duke of Edinburgh Challenge Trophy, particularly as this gives me the opportunity to revise my notes (MODEL SHIPS AND POWER BOATS, December, 1952) regarding the Affirmative flag on a short staff lying in the bows. Thanks to information kindly supplied by my good friend Rear-Admiral C. M. Blackman, I can now give the correct significance of this flag.

It appears that there were four situations: first, on ceremonial occasions of considerable importance, the Flag Officer had his flash flying from a staff in the bows of his barge. This would require all ships in the vicinity of the passage of the barge to parade guards and bands on his passing. Secondly, the Affirmative flag in the bows (but more usually a disc, painted like an Affirmative, carried on the fore side of the funnel) signified that the admiral was in the barge, and the bugle calling ships' companies to attention would be sounded by ships as he passed. Thirdly, the Negative flag (or disc) indicated that the admiral was in the barge, but did not want anyone to take any notice except, of course, the normal marks of respect between boat and boat, etc. Fourthly, with nothing flying in the bows, it might be the admiral's steward going ashore to the market, or the barge going to bring the admiral off from the shore, hoisting the appropriate flag on the return passage. This appears to be the situation in the model, with the flag lying in the bows, to be hoisted as the admiral comes aboard. Like the rest of the model, the flags are excellent.

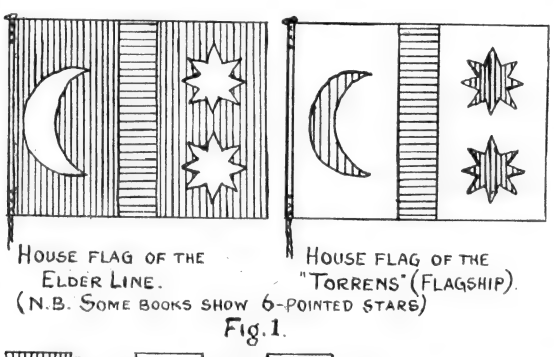


Fig. 1.

The two large American flags, " Old Glory " and the Mississippi State flag, on Messrs. Rawlings and Bray's Mississippi stern-wheeler of 1870, *Roarin' Jenny* (E.14), were beautifully made, but I am a little doubtful on a point of chronology. In 1870 the U.S. flag had 37 stars (7, 8, 7, 8, 7), but no doubt the ship lasted until July 4th, 1877, when the number of stars was increased to 38 as shown on the model (8, 7, 8, 7, 8 or 7, 8, 8, 8, 7).

Every year from 1948 onwards it has been my great pleasure to comment on the flags on the varied miniature models exhibited by Donald McNarry, and again this year he shows a delightful *Carnarvon Castle*, 1867 (Loan Secn. 6), with the old Castle Line house flag at the main, and the Red Ensign and ship's number at the gaff, all beautifully made and realistically hoisted. I also liked the flags on Mr. H. F. Milne's *Torrens* (F. 6) with her special house flag as flagship of the Elder Line (Fig. 1). The signal hoist as the mizzen, Code Pennant over PT, is probably intended as " I want a pilot "; under the 1857 Code, in use until December 31st, 1901. This should be just PT, with the Code Pennant hoisted below the ensign; there was no signal in the 1857 Code as shown on the model, but in the 1901 Code, while PT also requested a pilot, there *was* a signal " Code Pennant over PT." *Torrens* could have hoisted this latter signal during 1902 or 1903, but I doubt if this was the one intended.

A good ensign and jack were to be seen on Mr. A. C. A. Keevil's H.M.S. *Matapan* (D. 2), but as far as I recollect there was no Commissioning Pennant flying; Mr. A. Attewell showed quite effective flags on his Vosper MTB (E. 8)—Union Jack, White Ensign, and Commissioning Pennant, but the red was much too crimson. Five of the miniatures had good flags, particularly Mr. R. Carpenter's cup-winning group (I. 5), with their tiny house flags and the neat little yacht burgee. There was Mr. D. B. Stevens' 50-gun ship of 1733 establishment (I. 15) with a neat White Ensign and Common Pennant, but either the ensign should have been red or the pennant white. Many modellers show a White Ensign on any naval ship from the middle of the 17th century onwards (and I referred to this last year), but until 1864 the correct *normal* colours were the Red Ensign and Common Pennant. The Red, White, or Blue Ensigns with the pennants of their own colour (or with masthead flags in the case of flagships) were worn only when the ships sailed under squadronal colours.

It was pleasant to look at the neat Tudor flags on Mr. M. H. A. Kempster's Elizabethan galleon (I. 19), and the modern colours and signal flags on Mr. C. A. Seston's " Daring " class destroyer (I. 11). Mr. J. T. King showed a well-made signal hoist, EJ (*Do you require any further assistance*) on his *Port Brisbane* (I. 2), but I feel that the ensign should have been flying. At sea, when making a signal to another vessel, the ensign would almost certainly be hoisted.

# Engineer" Exhibition

A very good 1606 Union Flag was to be seen at the ensign staff of Mr. L. J. Perrett's *Bounty*, 1784 (F. 1), but what does it represent? As I mentioned in my article last November, she should be wearing the Red Ensign with the Common Pennant and, if not under way, the Union at the jackstaff. There was a *signal* about that date, given in Rodney's signal book of 1780, of a Union Jack at the ensign staff, but it would be made by a Flag Officer to his squadron, and it is unlikely that the *Bounty*, with no other colours hoisted, would be in this position.

The unauthorised use of the Union Flag by merchant ships and pleasure craft was almost absent this year, but I was sorry to see that the attractive radio-controlled vessel operating in the tank, was guilty of contravening the 300-year-old regulation, especially as this flag was capable of being hoisted and lowered by radio. The other example is one which I am told has a good excuse—I refer to Mr. J. S. Hardy's barge *Normanhurst* (G. 10) which had a sort of Union Flag at the masthead. I understand that the late Queen Mary presented such a flag to the ship and gave "permission for it to be flown at the masthead." This may be their story, but that gracious lady knew something of flag ceremonial, and I cannot imagine that she would have attempted to override an Act of Parliament; if the vessel makes a practice of hoisting this flag, then its misuse is probably ignored by the authorities, particularly as it is most likely a special "presentation" type flag (as shown on the model) and not the standard pattern.

There were not many bad flags this year, but I imagine that the Yeoman of Signals in H.M.S. *Bramble* (D. 1) would have had a fit to discover that a lovesick A.B. had been rifling the signal locker, and had hoisted *I love Tessa*, not even using the 3rd substitute for the second "s"; in addition he seemed to have found and hoisted an atrocious ensign and jack of an unauthorised pattern, squarer than the regulation "2 × 1," and with the red diagonal *running right through the St. George's Cross* (Fig. 2). When, oh when, will British people learn what their flag really looks like?

The external proportions are 2 × 1, i.e. the fly (length) is twice the hoist (width); the red St. George's Cross is one-fifth of the hoist (the horizontal and vertical parts of the cross are of identical width), and its white edges are each one-fifteenth (thus the combined width of the fimbriated cross is five-fifteenths or one-third of the total hoist). Next draw diagonal lines from corner to corner, with two parallel lines one each side of each diagonal so that the wide St. Andrew's Cross (*above* the diagonals on the mast side, and *below* on the other) is one-tenth of the hoist, as is also the combined red and white of the so-called St. Patrick's Cross. The latter must be divided in each quarter so that the red is one-fifteenth and the white one-thirtieth of the hoist respectively.

I have dealt with this matter at some length, as a wrongly proportioned jack or ensign, whatever the scale, is very noticeable.

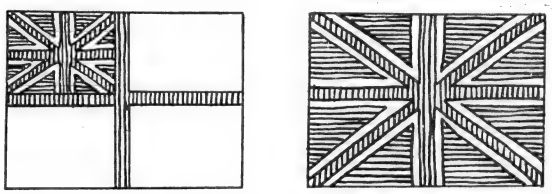


Fig 2. BELIEVE IT OR NOT, THERE ARE STILL MANY SHIP MODELLERS WHO THINK BRITISH FLAGS LOOK LIKE THESE!

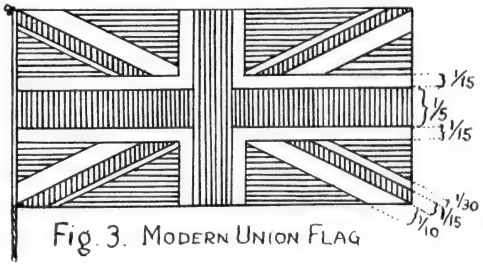



Fig. 3. MODERN UNION FLAG

# Experiment With Timber

An experiment which may affect the future of small boat building is being carried out for the Timber Development Association, at Exmouth and Topsham, South Devon, but it will be two years before the full results are known.

Samples of various timbers—English elm, European red wood, white deal, Douglas fir, hemlock, parana pine, agba and iroko—have been submerged in salt water in Exmouth Dock and in fresh water at Topsham, on the River Exe, for over a year.

One set of samples will remain in salt water and another in fresh water for the duration of the experiment, which is expected to end early in 1957. Other sets are being submerged alternately in fresh and salt water for periods of six months.

Inspections made by timber scientists so far show that the elm (of the all-heart variety), the red wood and the parana pine have been attacked by the gribble, or *Limnoria terebrans*. Timber which remained for the full year in salt water showed most damage. This was expected, for transition from salt to fresh water kills creatures such as the gribble.

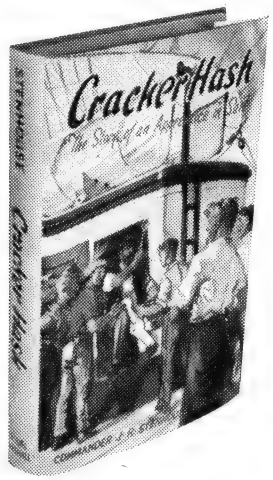
As yet there is no sign that any of the timber has been attacked by the teredo.

# NAUTICAL BOOK REVIEWS

## CRACKER HASH

*The story of an apprentice in sail, by Commander J. R. Stenhouse, D.S.O., O.B.E., D.S.C. Published by Percival Marshall & Co. Ltd., London. Price 15s. 0d. net.*

This is the best story of life in a sailing ship we have read for a long time. It describes the author's experiences from the time he joined as an apprentice until he returned home from his third voyage as third mate. The story follows the usual pattern: the first voyage out to 'Frisco, Puget Sound, South Sea Islands, Australia and home, the next out to Antofagasta, Pitcairn Island, Sydney, Newcastle, Valparaiso and home, and the third, Hamburg to Santa Rosalia in the Gulf of California, Victoria B.C. and home. But the author was no usual man. From his early days he had an enterprising nature and a love of adventure which often led him into trouble and, once, while at San Francisco, he spent a night in a police cell. When he and his fellow apprentice faced the captain later they had all their leave stopped and were ordered to put in overtime each week day and work all day on Sunday—a sentence which, fortunately




for them, lasted only a week. He was promoted third mate on his second voyage, and his sensations when the steward brought him coffee and biscuits in the morning and on giving his first orders, make interesting reading. He was down with double pneumonia when he commenced his third voyage but was nursed back to health by the captain's wife who was on her first voyage. Tragedy overtook the ship in the South Atlantic when an Orcadian sailor feel sick and died. The captain's young wife had suffered under the severe conditions in the South Atlantic, and she fell ill and died off Cape Horn. There was more illness on the ship as she sailed up to California; the steward died, several men had fever, and contrary winds up the Gulf delayed them so that they ran short of water. However, a few weeks ashore put things more or less back to normal, and, as the author says, " the subsequent voyage to Sydney and home, and of all that befell the ship and her company, is a yarn for another time." The pity is that the story was not committed to paper before he died. His subsequent life was also packed full of adventure, first as master of the *Aurora* with Shackleton's South Polar Expedition, then during the 1914-18 war as an officer in Q ships, then to Murmansk and Archangel, and later to command the old *Discovery* for five years and similar experiences, until at the outbreak of the second world war he was recalled for service with the Royal Navy. He was killed on active service in the Red Sea early in the war. His adventures have been recorded in books by Shackleton, Worsley, Chatterton and others, but this is the only book he himself wrote. As such it will be treasured by all who can appreciate a good sea story. Commander Stenhouse writes well, with an easy lively style, and shows a keen interest in both ships and men. After the portrait frontispiece the illustrations comprise photographs of sixteen of the ships which enter his story. The dust cover by Leslie A. Wilcox is a lively picture of the reception accorded the apprentice when he presents his Cracker Hash at the galley for cooking.

## SAILING ROUND CAPE HORN

*A story in pictures by Guenther T. Schulz. Two hundred and forty pages 11¾ in. by 8½ in. Published by Hodder & Stoughton, London. Price £2 2s.*

This is the English version of the German book " Unter Segeln Rund Kap Hoorn " published by Hans Dulk Verlag in Hamburg a year or two ago. It is the story in pictures, with captions which form the text, of a voyage in a big four-masted barque from Hamburg out to Chile and back again, involving rounding the Horn both ways. The artist, Guenther T. Schulz, who was presumably one of the crew, has employed his very considerable talent in recording his impressions (in a series of drawings) of the sea, the ship, and the crew, from the time he joined the ship in Hamburg until his return at the end of the voyage. All the various aspects of seafaring life on a sailing ship are faithfully recorded, from the sailors trying on reefer jackets from the slop chest to the skipper measuring out a dose of castor oil to a patient and the man working aloft overhauling the footropes on the yard. Throughout the book the deck details, the rigging and the fittings on the masts and yards are drawn with great clearness and understanding and this, for the modelmaker or the student of the sailing ship, forms one of the most valuable features of the book. In line drawings such as these, the details can be shown and the various points emphasised much more than in the reproduction of a photograph. The drawing opposite page 54 of the fore-top shows the details of the rigging, yard fittings and mast construction more clearly than would be possible by any other means. Similar information on other details is given in the majority of the illustrations. The artist has an easy, flowing line, very clear and definite, his perspective is good, his figure drawing excellent and, when the subject calls for it, as in the drawing of the deck on a wild dark night (page 172) or that of the man making fast the flying jib at the end of the bowsprit during a sudden rain squall (page 186), he conveys the atmosphere very powerfully. The six drawings at the end of the book, showing details of every item in the rigging at various points with each part numbered and tabulated on the facing page, comprise a most valuable source of reference for the ship model maker and student. As a foreword there is an extract from Joseph Conrad's " Mirror of the Sea " in which he paints an impressive pen picture of the relentless power of the sea, and shows why men fear the sea but love ships. With well over a hundred full-

(*Continued on page* 388)

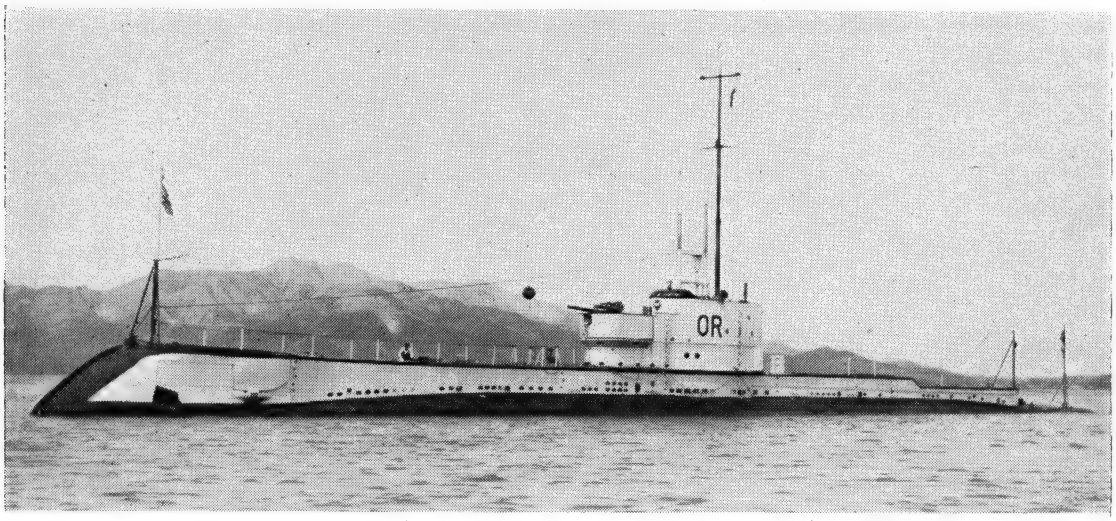
# *Drawings of Warships*

## BY NORMAN A. OUGH

### Submarines continued—the 'O' class

CONTINUING the submarine plans in this series of detailed drawings of ships of the Royal Navy of today and of the recent past the two photographs and the plan reproduced here show that the " O " class ships are handsome vessels with a good deal of external detail to interest the miniaturist, while their great length and magnificent lines make them an admirable subject for a dry dock model. The photograph of H.M.S. *Orpheus* at anchor shows her wireless mast fully extended, and that of a destroyer.

The block coefficient, sometimes called the " coefficient of fineness " is a ratio which can be expressed as a decimal. It is the difference in volume between the amount of water displaced by the immersed part of the hull of a ship and the volume of an oblong block or rectangular prism of the same dimensions—the length of the latter being usually that of the length between perpendiculars, the breadth the extreme beam of the ship and the depth that of the draught



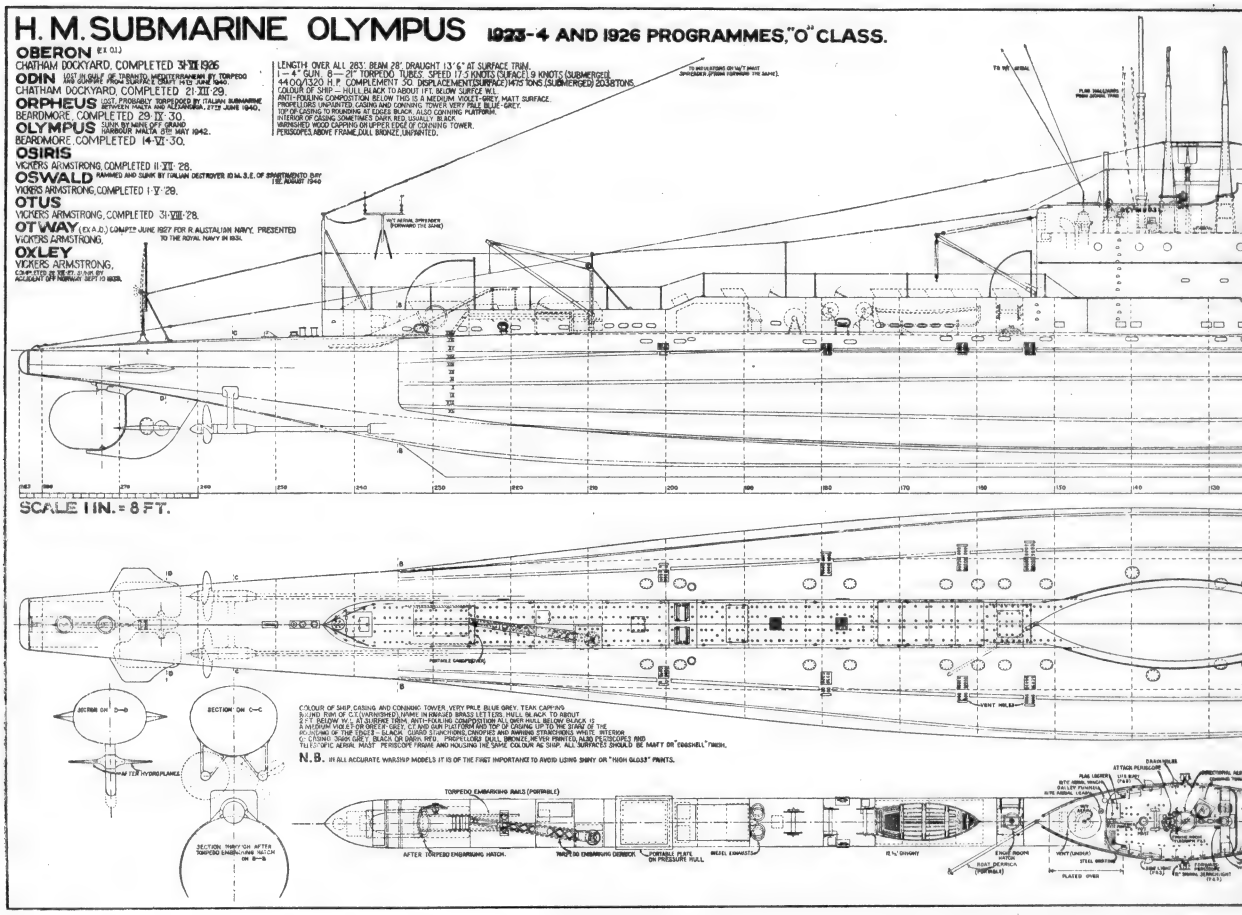

*H.M.S. " Orpheus " at anchor with wireless mast fully extended*

that of H.M.S. *Oswald* under way shows the wave formation developed by ships of the " O " class at full power.

As can be seen from the reproduction, the scale of the original drawing is $\frac{1}{8}$ in. = 1 ft. and if a working model of this size is made it will have a length of $35\frac{3}{8}$ in. and a surface displacement of 3.89 lb., the scale speed being 1.75 knots to represent 17.5 knots of the real ship on the surface.

If the scale is increased to $\frac{1}{4}$ in. = 1 ft. the displacement will be about 30 lb. and the scale speed 2.5 knots. This does not seem very large for a model nearly six feet long, but the block coefficient of a submarine, arrived at by calculating from the published figures in *Jane's Fighting Ships* is quite low, 0.498, which is less than at the load under consideration. It is often possible to find its approximate value from the figures published in *Jane's Fighting Ships*. Once the value of the ratio is found it is quite easy to estimate the weight of a scale model. The calculation, from the published figures, for H.M.S *Olympus* is as follows:

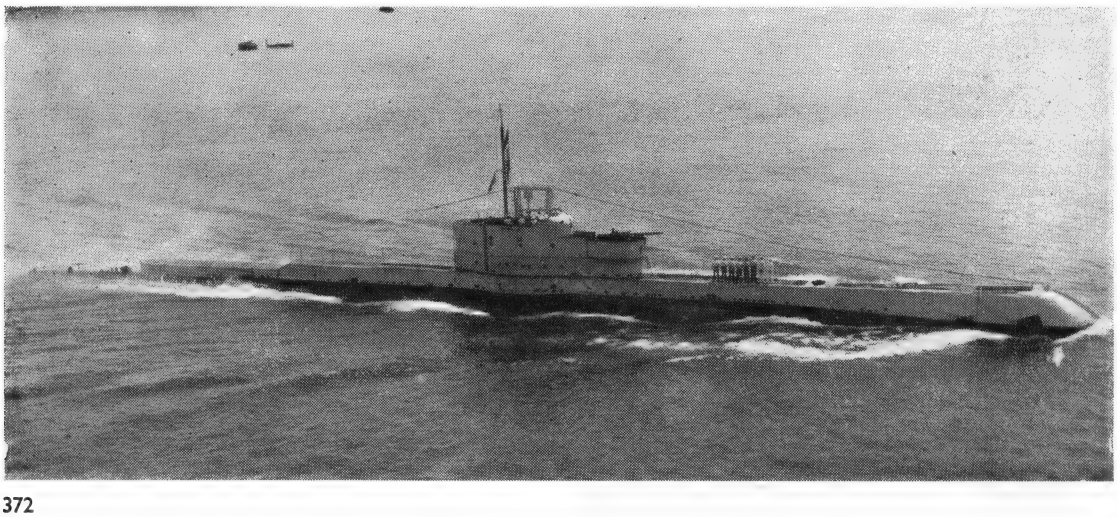
Length 283 minus 9 ft. (as 9 ft. of the ship before the foremost bulkhead is open to the sea). Beam 28 ft. and draught 13 ft. 6 in. So that the volume of the block is 274 × 28 × 13.5 cu. ft. = 103,572 cu. ft. This can by reduced to tons by dividing by 35, since one ton of salt water equals 35 cu. ft., so the figure corresponds to 2,959 tons. The published displacement of the ship at a draught

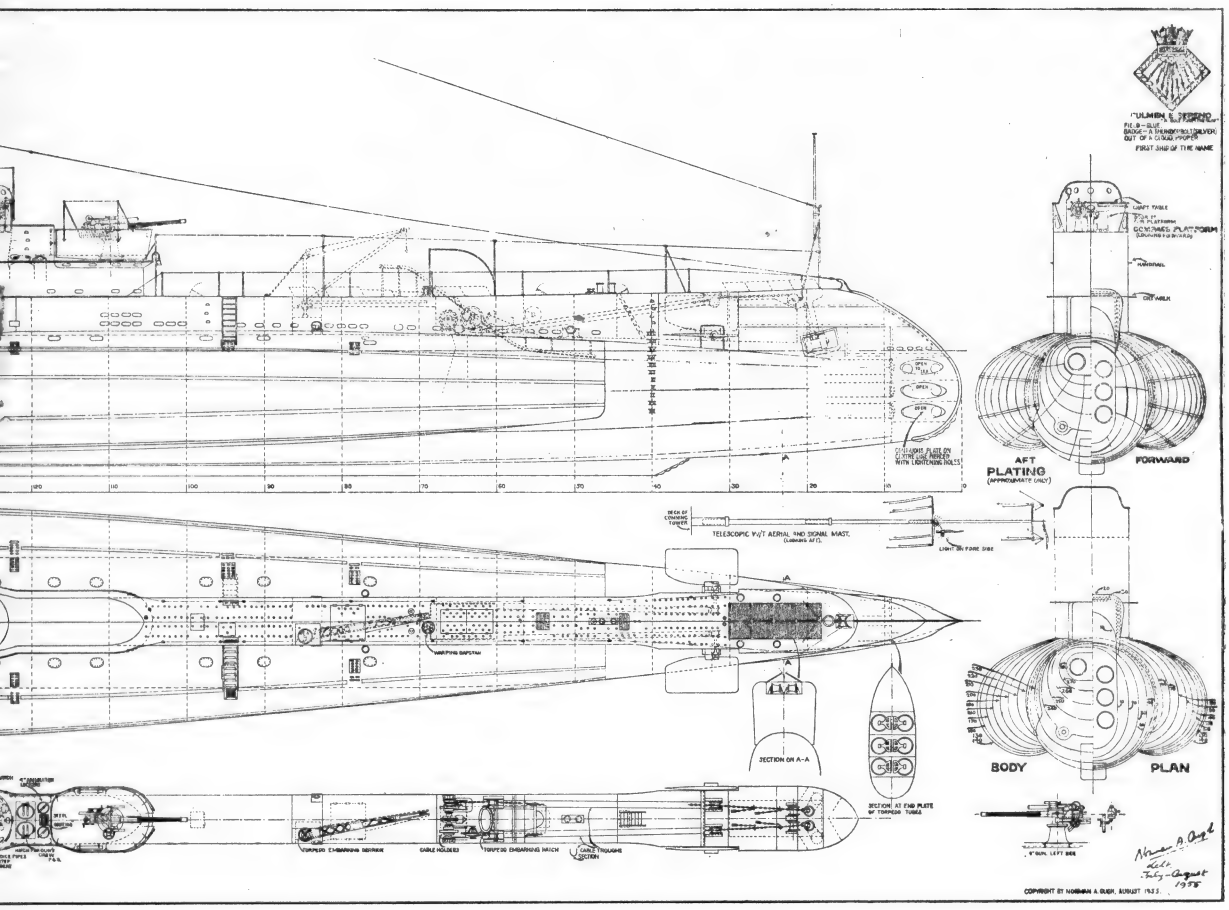

H. M. SUBMARINE OLYMPUS 1923-4 AND 1926 PROGRAMMES, "O" CLASS.
OBERON (EX O.I.)
CHATHAM DOCKYARD, COMPLETED 31-XII-1926
ODIN LOST IN GULF OF TARANTO, MEDITERRANEAN BY TORPEDO FROM SUBMARINE FROM SURFACE DEPTH 1410 JUNE 1940.
CHATHAM DOCKYARD, COMPLETED 21-III-29.
ORPHEUS LOST, PROBABLY TORPEDOED BY ITALIAN SUBMARINE BETWEEN MALTA AND ALEXANDRIA, 27TH JUNE 1940.
BEARDMORE, COMPLETED 29-IX-30.
OLYMPUS SUNK BY MINE OFF GRAND HARBOUR MALTA 6TH MAY 1942.
BEARDMORE, COMPLETED 14-VI-30.
OSIRIS
VICKERS ARMSTRONG, COMPLETED 11-XII-28.
OSWALD RAMMED AND SUNK BY ITALIAN DESTROYER ID M.S.E. OF SPARTIMENTO BAY 7TH AUGUST 1940
VICKERS ARMSTRONG, COMPLETED 1-V-29.
OTUS
VICKERS ARMSTRONG, COMPLETED 31-VIII-28.
OTWAY (EX A.D.) COMPTD JUNE 1927 FOR R. AUSTALIAN NAVY. PRESENTED TO THE ROYAL NAVY IN 1931.
VICKERS ARMSTRONG.
OXLEY
VICKERS ARMSTRONG.
COMPTD 20 DEC 27. SUNK BY ACCIDENT OFF NORWAY SEPT 10 1939.
LENGTH OVER ALL 283', BEAM 28', DRAUGHT 13'6" AT SURFACE TRIM.
1-4" GUN, 8-21" TORPEDO TUBES, SPEED 17.5 KNOTS (SURFACE) 9 KNOTS (SUBMERGED).
4400/5320 H.P. COMPLEMENT 30. DISPLACEMENT (SURFACE) 1475 TONS (SUBMERGED) 2038 TONS.
COLOUR OF SHIP — HULL BLACK TO ABOUT 1FT. BELOW SURFCE W.L.
ANTI-FOULING COMPOSITION BELOW THIS IS A MEDIUM VIOLET-GREY, MATT SURFACE.
PROPELLORS UNPAINTED. CASING AND CONNING TOWER VERY PALE BLUE-GREY.
TOP OF CASING TO ROUNDING AT EDGES BLACK. C.T. CONNING PLATFORM.
INTERIOR OF CASING SOMETIMES DARK RED, USUALLY BLACK.
VARNISHED WOOD CAPPING OR UPPER EDGE OF CONNING TOWER.
PERISCOPES ABOVE FRAME DULL BRONZE, UNPAINTED.
SCALE 1 IN. = 8 FT.
SECTION ON B—B
SECTION ON C—C
SECTION THROUGH AFTER TORPEDO EMBARKING HATCH ON B—B
COLOUR OF SHIP, CASING AND CONNING TOWER, VERY PALE BLUE GREY, TEAK CAPPING
BULGES AND TOP OF C.T. (VARNISHED) NAME IN WHALES BRASS LETTERS, HULL BLACK TO ABOUT 1' BELOW W.L. AT SURFACE TRIM, ANTI-FOULING COMPOSITION ALL OVER HULL BELOW BULGE. IS A MEDIUM VIOLET-GREY MATT SURFACE. C.T. AND GUN PLATFORM AND TOP OF CASING UP TO THE SIDE OF THE HOUSING OF THE ENSIGN — BLACK. GUARD STANCHIONS, CANOPIES AND AWNING STANCHIONS WHITE. INTERIOR OF CASING DARK GREY, BLACK OR DARK RED. PROPELLORS (HULL BRONZE, MOTOR PRINTED, ALSO PERISCOPES AND TELESCOPIC AERIAL MAST. PERISCOPE FRAME AND HOUSING THE SAME COLOUR AS SHIP. ALL SURFACES SHOULD BE MATT OR "EGGSHELL" FINISH.
N.B. IN ALL ACCURATE WARSHIP MODELS IT IS OF THE FIRST IMPORTANCE TO AVOID USING SHINY OR "HIGH GLOSS" PAINTS.
TORPEDO EMBARKING RAILS (PORTABLE)
AFTER TORPEDO EMBARKING HATCH
TORPEDO EMBARKING DERRICK
NORMAL PLATE ON PRESSURE HULL
BRIDGE SUPPORTS
R.N. DIVIANT
ENGINE ROOM MOTOR BOAT DAVIT (PORTABLE)
VENT (UNDER) STEEL GRATING
PLATED OVER

of 13 ft. 6 in. is 1,475 tons so the ratio is $\frac{1{,}475}{2{,}959}$ which reduces to 0.498.

The block coefficient of an "O" Class submarine is 0.498 or just under one half. Thus obtained it can be applied to the calculation of the weight at surface trim of a model of any scale. At the same scale as the original

*"O" class submarine H.M.S. "Oswald" under way at full power*






drawing $\frac{1}{8}$ in. = 1 ft., the figures are as follows, length $34\frac{1}{4}$ in. × beam $3\frac{1}{2}$ in. × draught $1\frac{3}{4}$ in. = 210 cu. in. So that the volume of displacement is approximately $\frac{210}{2} = 105$ cu. in. This can be converted to lb. weight as 1 lb. of fresh water is 27 cu. in. in volume $\frac{105}{27} = 3.89$ lb. which is too small for a working model.

Increasing the scale to $\frac{3}{16}$ in. = 1 ft. the figures become: 51 in. × 5.25 in. × 2.3 in. which give a displacement of approximately 11.9 lb., a value which allows scope for fitting radio control and a fairly large radius of action. Also the model being over 4 ft. long, it would look better on the water.

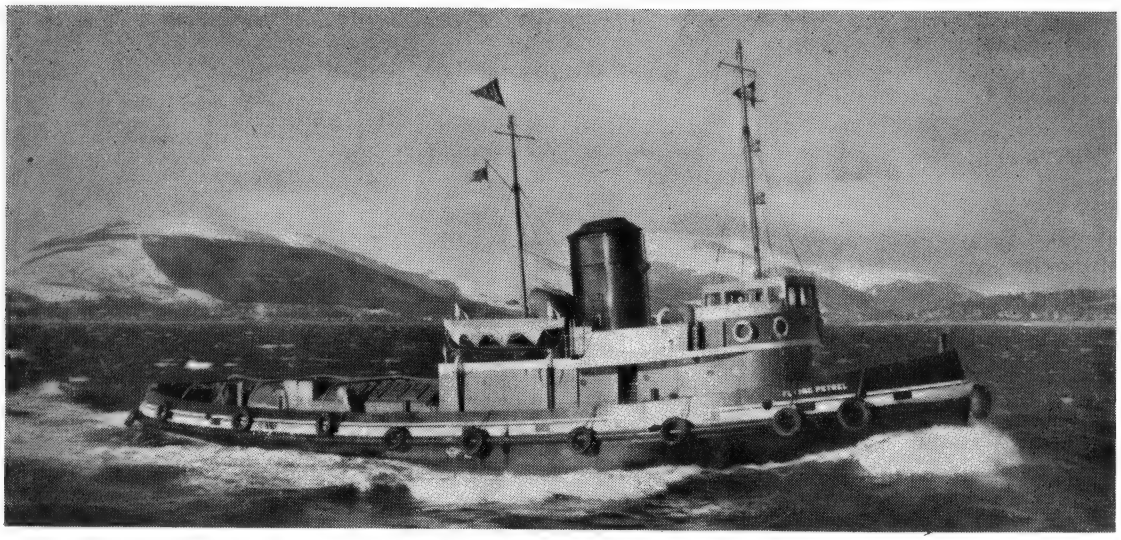
Increasing the scale once more to a $\frac{1}{4}$ in. = 1 ft. the figures are: 68 in. × 7 in. × $3\frac{1}{2}$ in. which correspond to a displacement of 30.1 lb. nearly.

It will be seen from all this how useful the idea of the block coefficient is in making approximate calculation to decide the scale of a working model, and the use of it has shown that building to the scale of the drawing is really not feasible, except as a feat of virtuosity.

To make the templates for a $\frac{1}{4}$ in. scale model from this drawing a convenient method is to take a photograph of the body plan and enlarge it to twice the linear dimensions. By tracing from the photograph and sticking the tracings on to 1 mm. plywood a set of templates can be made, all the other measurements being taken from the plan and profile by dividers which are turned over once to double the distances.

In the photograph of H.M.S. *Orpheus* it will be seen that she is riding at the exact trim shown by the surface water line on the drawing, the row of holes just visible in the free-flooding part of the bow plating coinciding exactly with the drawn line on the profile. The displacement of 8 lb. is for this water line at $\frac{1}{8}$ in. scale.

One of the numerous consequences that have resulted from the publication of this series of plans is that many craftsmen who have never before made a ship-model have begun with models built of tinplate and plated like the real ship from these drawings, and quite a few have begun with that more difficult and exacting of all working ship models, a submarine.



*" Flying Petrel " off Gourock returning to base*

## *IAN ROSE WRITES ON . . .*

# Clydeside's Tugboat Team

IT used to be that Clyde tugboatmen, in the olden days, had to race their boats as far as the Irish coast to catch the homeward bound clippers from the East and other places. Today the " rivalry " is confined to business heads and on the Clyde the two companies concerned in this business each have their particular shipping lines whose ships they attend and " strangers " are taken turn about.

The two companies engaged in towing work on the River Clyde are Messrs. Steel and Bennie, who operate 10 boats, and the Clyde Shipping Company, who manage 12. Apart from small differences in design, the main mark of distinction between the two fleets is the colour of the funnels. The Steel and Bennie tugs have a black funnel with a broad white band while the Clyde Shipping C mpany boats have an all-black funnel. Both companies' ships have a narrow line running round their hulls—white on the Steel and Bennie vessels, orange on the Clyde Shipping Company's.

Another distinguishing feature of a non-physical nature is to be found in the names of the boats. All the Clyde Shipping Company's tugs are called " Flying "—for example, *Flying Tempest, Flying Falcon, Flying Spitfire, Flying Merlin, Flying Buzzard.* Among their rivals from the other company are the *Thunderer, Strongbow, Forager, Cruiser, Battleaxe.* Strangely enough, at the present time the oldest serving vessel is the *Campaigner*; the most recent is the *Flying Petrel.*

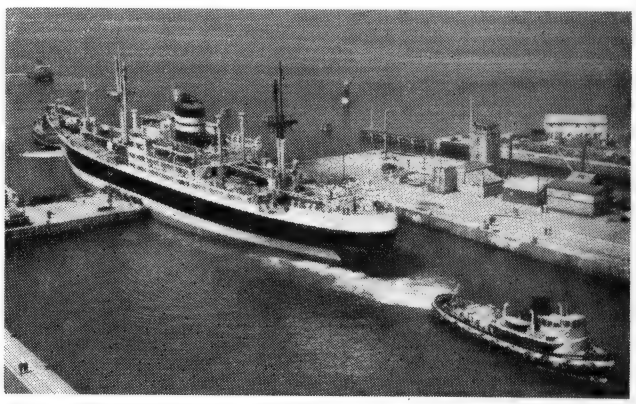
A considerable number of these boats have given from 20-30 years' service, and over the years the principal changes brought about have been in accommodation and power. On the older boats only the skipper has private quarters. Aboard the few modern craft the skipper, mate, first and second engineers have their own rooms. Captain and crew, however, dine together

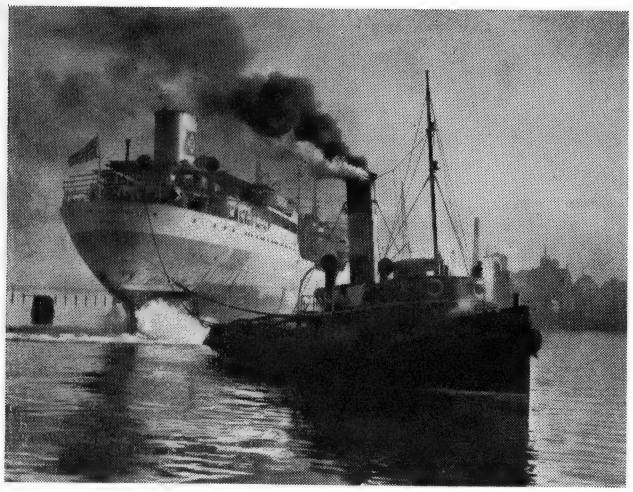
Bridge space, too, has improved with the emphasis on shelter.

The minimum horsepower on Clyde tugs is around 900 and the maximum 1,200. Naturally, the older vessels are not so high powered as the recent streamlined additions (*Flying Petrel, Flying Buzzard, Flying Merlin* and *Cruiser*) and the work is graded accordingly. Even in this specialised branch of seamanship there are captains whose knowledge and experience marks them for first choice for special jobs, such as launches and docking. Each port throughout the British Isles and every river has its particular system regarding towing and docking operations; thus only men with long experience in a certain area are capable of commanding tugboats. Clyde tugboat skippers are all time-served men as are most of the engineers.

In length Clyde tugboats are from 80 to 100 feet with flush decks. The majority are coal burning but a few

*Docking operations at James Watt Dock, Greenock*





*A tanker preparing to leave Clydeside with the assistance of "Wrestler"*

have been converted to oil. They have an average speed of 12 knots. As one might well expect these boats are built on Clydeside at Port Glasgow, Bowling and Paisley.

The essential part of any towing craft's equipment is, of course, the rope. Aboard Clyde tugs, the tow rope (or docking rope as it is sometimes called) is 10 in. in circumference, 12 fathoms long before splicing and eight fathoms on the hook. For towing work on the river a 16 ft. length of $3\frac{1}{2}$ in. wire is attached to the tow rope, and it is this wire which is led to the vessel being towed. On coastal towing the tow rope is 14 in. in circumference and 100 fathoms in length, the wire is 4 in. in circumference and 35 ft. long. The tugs carry three ropes (two on deck, one in locker) and a length of spare wire while engaged on river work. No spares are carried on coastal towing.

Ships bound for Glasgow are rarely towed from the Tail of the Bank (the anchorage off Greenock). More often they travel up-river on their own as far as Bowling, a distance of about 10 miles from Greenock, and then take the assistance of the tug for the remaining part of the journey. The time taken for the towing of a vessel from Greenock to Glasgow—a distance of 20 miles in an extremely narrow channel—is four hours.

Practically every Clyde tug has wireless, on a ship to shore basis and two—*Thunderer* and *Cruiser*—are fitted with radar. In addition, the *Thunderer* has a direction finder. Each tug carries two lifeboats. Old motor tyres make excellent fenders, although the rope type is also used, and these line the hulls at regular intervals. It is important that this kind of vessel carries protection of such a nature owing to her particular work.

On the foremast of each tugboat are three lights, each three feet apart, which are used for navigational purposes in addition, of course, to port and starboard lights. All three are lit during coastal towing, two during river work, and one when travelling alone. A powerful searchlight fitted behind the funnel provides sufficient light for working operations at night.

An interesting part of the Clyde tug's equipment is the fisherman's dahn (a rope ball from a fishing net). At Greenock and Glasgow where the tugs lie at night or when off-duty there is insufficient individual berths and the boats often have to tie up alongside one another. When a boat displays this rope ball—sometimes a cork fender is used instead or even a tin can—from her rigging it is an indication that other tugs must refrain from tying up alongside as she will be sailing before the normal working day begins.

In addition to towing work, the Clyde tugs are always present at launches on the river. For example six were in attendance at the recent launching of the *Empress of Britain* at Clydebank. Three are usually sufficient to take a newly-launched vessel from the shipyard at Greenock and Port Glasgow to Glasgow to have engines installed and completion of fitting-out. At a launch, where the vessel is being fitted out near the shipbuilding yard, two tugs can manage the work between them.

It is not uncommon, especially during the winter months, for tugs from the Clyde to go to the assistance of vessels in distress somewhere off the west coast of Scotland. The main danger areas are off the Mull of Kintyre and round the Western Isles. Shipping companies occasionally charter a tug for tendering purposes. Ships moving from one dock to another do so with the assistance of tugs.

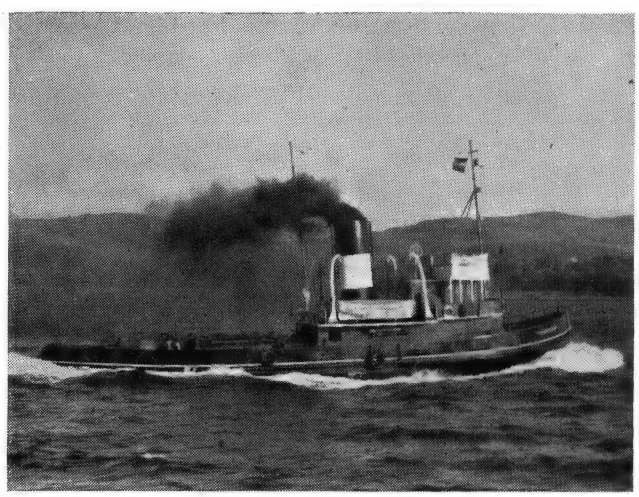
Now and again one of these Clyde tugboats is given work outside the Clyde—such as a "tow" from one of the English ports or even from the Continent. Not so long ago the *Thunderer* was engaged to tow a vessel to Spain, but owing to stormy weather, during which the tow rope snapped, the remainder of the voyage had to be abandoned. For their work on the Clyde, however, the tugs take over their charges well down the Firth of Clyde, usually between Cumbrae Heads and the Cloch Lighthouse. Most incoming ships require two tugs—one ahead, one astern.

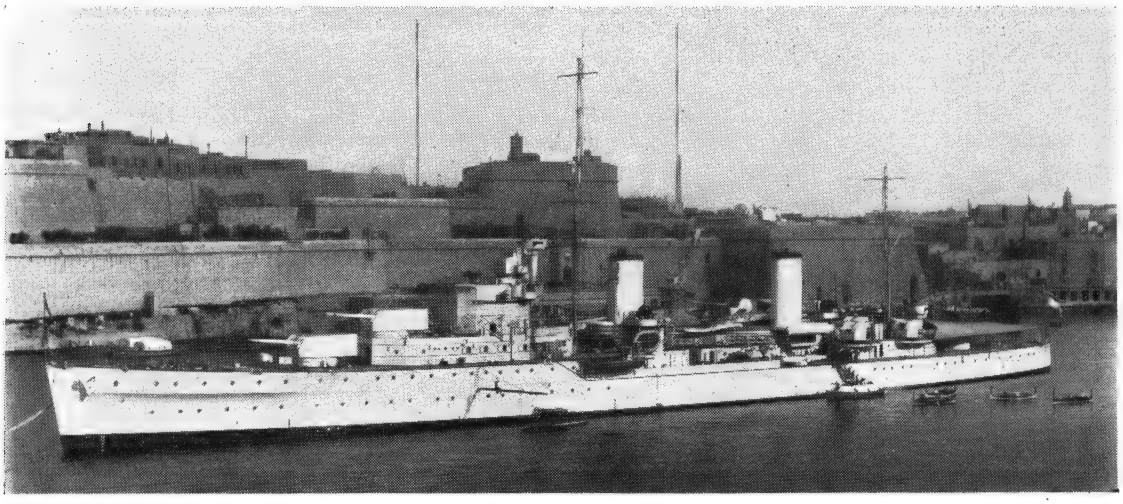
There is generally a week's supply of food aboard the tugs, and if a long journey is being undertaken then extra quantities are provided. The demarcation line beyond which a tugboat must have an extra deck hand and a fireman (in addition to the customary crew of eight) is from Oban on the Firth of Lorne, Argyllshire, to St. Bees Head near Whitehaven, Cumberland.

What of the men who man these boats? Many of them come from the Highlands and Western Isles of Scotland although the majority are local—that is, from Glasgow and Greenock. All are members of the National Union of Seamen, and have a regular working day from eight in the morning till five at night. They work a six-day week with Sundays off in rotation. Owing to the fact that their work is largely governed by the tide overtime is frequent, varying from two or three hours per week to as many as thirty. The work is by no means easy, but despite the ever-present risk of danger, accidents are rare.

Clyde tugboatmen go about their duties with a quiet efficiency and watchfulness that enhances Clydeside's long established reputation for ships and shipping. Watching the tugs at work one feels that they, too, have a sense of pride as they escort a big brother. And rightly so!

*"Thunderer" on the Firth of Clyde*





*H.M.S. "Penelope"—the tenth to bear the name—at anchor in Malta harbour*

# THE PROUD SHIPS CALLED 'PENELOPE'

## *J. S. G. Bain recalls epics of a great family of sea dogs*

FOR the first time in an almost continuous succession lasting over 350 years, a once familiar warship name is missing from the Navy List. Ever since the fateful day 11 years ago when the tenth vessel of her family succumbed to a deluge of enemy bombs off the death-ridden beaches of Anzio, there has been no *Penelope* wearing the White Ensign. If there should not be another, then the annals of naval history will be rich enough by the deeds of those that have passed by.

In 1591, three ships left Plymouth on what was probably one of the first voyages ever undertaken from England to India. One of these, the first *Penelope*, was commanded by Captain George Raymond. After calling at the Canaries and capturing a Portuguese caravel, the small squadron eventually reached Table Bay, where they provisioned and prepared for the most dangerous part of their journey. On September 14th, 1591, the ships were parted by a great storm and *Penelope* was never seen again. . . .

Little is known of the second ship of this great family, apart from the fact that she was commanded by George Canning in 1667 and appears to have been a privateer, taking part in several minor operations against the Dutch. Of 525 tons displacement and armed with 24 guns, the third *Penelope*, classed as a sixth rate, was designed and built by Mr. Peter Baker of Liverpool where she was launched on June 25th, 1778, only to be wrecked in the West Indies during the first commission.

This loss was, however, remedied by the construction of another ship by Mr. Peter Barton, again of Liverpool. This vessel, a fifth rate of 721 tons and 32 guns, was considered a decided imporovement on her predecessor and was launched on October 27th, 1783. She appears to have served for many years on the West Indies station and in 1793, when commanded by Captain Bartholemew S. Rowley, is recorded as having captured the French ship *Goeland* (14 guns) and, later, on November 25th of the same year, the French *Inconstante*. In this latter action, which took place off San Domingo, *Penelope* was assisted by the frigate *Iphigenia*, believed to have been one of the fastest sailing men-o'-war of that period. On June 1st, 1794, *Penelope* was present at the bombardment of Port au Prince but returned to her home port soon after and in November, 1797, was broken up at Chatham after 14 years' service.

It seems possible that during the year 1797 two ships may have borne the name *Penelope*, for on July 7th mention is made of a British cutter of 18 guns whose

boats cut out several small vessels at Jean Rabet, and in July, 1799, a cutter, *Penelope*, was also reported as having been captured by Admiral Bruix's French and Spanish Squadron off Gibraltar.

In 1798 comes the first detailed record of H.M.S. *Penelope*. On September 26th she was launched at Bursledon, built to the design of Mr. Parsons. Displacing 1,051 tons and mounting 36 guns, the sixth *Penelope* was again classed as a fifth rate; her length was 150 ft.; beam 39 ft. 8 in. and she carried a complement of 260 men. It may be said truthfully that this was the ship that gained the first niche of honour and made her name respected. Commanded by the Hon. Henry Blackwood, she was one of the force that blockaded Malta in 1800, and it was during this year that her first battle honours were won. During the night of March 30th, Captain Blackwood was patrolling off the island when a ship was observed leaving Malta's Grand Harbour. Thinking the vessel to be a French frigate bent on breaking the blockade to deliver dispatches, *Penelope* gave chase and on getting closer realised that her opponent was the more formidable French line-of-battleship *Guillame Tell* which, with the *Genereaux*, had been the sole survivors of the punishment of Nelson's guns at the Nile. Eighty guns against 36 ! But *Penelope*, manoeuvred with great skill by Captain Blackwood, was too slippery for the French guns to do much damage and the careful aim of her gunners soon brought down the Frenchman's main and mizzen topmasts and her main yard. At daylight the British battleships *Lion* and *Foudroyant* came to her assistance but it was not before eight more hours of the most tenacious fighting, in which the two British newcomers suffered severe damage, that the Frenchman finally struck and prize action was deservedly taken by *Penelope*. A special medal was struck to commemorate this action.

One May 16th, 1804, *Penelope* took part in an attack on the Franco-Batavian flotilla at Ostend and in 1809 was present at the capture of Martinique, her commander at the time being Captain John Dick. For some time following this experience she had several encounters with French privateers; then on April 30th, 1815, while employed as a troopship, she was wrecked in the St. Lawrence River and thus ended a most distinguished career.

Number seven in the list of " Penelopes " was a distinct advance upon her predecessors. Details of her construction are not too clear. It appears she was commenced at Portsmouth in 1817 as a 46-gun sailing frigate, but never saw completion as such. Instead, bowing to the then new voice of steam, she was converted, in 1843, to a paddler; as a result she had to be lengthened by some 60 ft. and her armament reduced to 16 guns. She was commissioned on June 27th, 1843, and under the command of Captain William James saw service mostly on the West African station. She took part in the Lagos expedition of 1851 as the flagship of Commodore Henry W. Bruce. In 1854, under Captain James C. Caffin, she was in the Baltic and assisted at the capture of Bomarsund. It was during this operation that *Penelope* went aground on an uncharted rock and as a result received severe punishment from the shore batteries. Only after being compelled to jettison all her guns did she manage to get clear of the range of the guns that had already registered no fewer than 21 hits on her.

Records show that the next *Penelope* was a vessel of 4,470 tons, that she was launched at Pembroke in 1867 and that she mounted ten guns of the new rifled Armstrong type; she had twin screws driven by engines of 4,700 h.p. On July 17th, 1868, she commissioned as flagship of Rear Admiral A. P. Ryder in the Channel Squadron, but in June, 1869, was reduced to depot ship for naval reserves and coastguards at Harwich. There appears to have been no reason for this reduction of a brand new ship to reserve status and this is enhanced by the fact that in 1882 she became the Mediterranean flagship of Rear Admiral Anthony H. Hoskins and took part in the bombardment of Alexandria of that year. Later, in 1882, she returned to England and resumed her former duty, but in 1888 she was transferred to the Cape of Good Hope and became depot ship at Simon's Bay, finishing her career in 1897 as tender to her relief vessel, *Monarch*. She was eventually sold for scrap in 1912.

Of her successor, the ninth *Penelope*, little more may be said than that for the most part her career was shrouded in the secrecy of the first world war. Laid down in 1912, she was constructed by Vickers and finally completed in August, 1914; her displacement was 3,520 tons and she carried an armament of two 6-in. and four 4-in. guns besides four above-water torpedo tubes. On trials this *Penelope* is reputed to have reached a speed of 30 knots, a more than satisfactory performance for ships of those times. Known as " Tyrwhitt's Dreadnoughts," the light cruisers of the Harwich Force (of which *Penelope* was one) played an active part in many large and minor operations. In March, 1916, *Penelope* supported the raid on the Zeppelin sheds at Hoyer and in April operated against German battle-cruisers raiding Lowestoft. Returning from this affray she was hit right aft by a submarine's torpedo and lost her rudder; nevertheless, she managed to steam 20 knots and get back to harbour safely. At the close of hostilities she was demobilised and in 1924 was sold to the ship-breakers.

So to the tenth *Penelope*, possibly the last of an honoured line of ships. The writer was one of her advanced party crew that took her over from Messrs. Harland and Wolff's yard at Belfast in 1936. It was impossible in those days to presage what inhuman violence she was to suffer at the hands of a relentless enemy or what stirring service she would perform. Her valiance in World War II is legion. It is given to most warships in the Royal Navy to be dubbed with a nick-name of some sort; one or two are derogatory, but most are affectionate. *Penelope*, one of the happiest ships the writer has served in, had one; but it was earned by the sheer defiance of her guns and the valour of her ship's company against overwhelming odds! They called her H.M.S. *Pepperpot* . . . remember ?

## next month

*The December issue will contain in addition to the usual features . . .*

**A NEW " A " CLASS YACHT**

*A design from the board of H. B. Tucker, illustrating the present tendency to favour heavier boats and including the sound qualities one expects in a Tucker design.*

**PROGRESS ON THE " CUTTY SARK "**

*A report, illustrated with photographs specially taken to show the restoration work being done on this famous ship, including photographs of the new lower deck which is being built in the ship for the museum.*

**BUILDING FROM ADMIRALTY DRAUGHTS**

*A valuable article by John N. Hampton on the use of Admiralty draughts as a basis for building an old-time ship model.*

# No. 23: LAMPORT

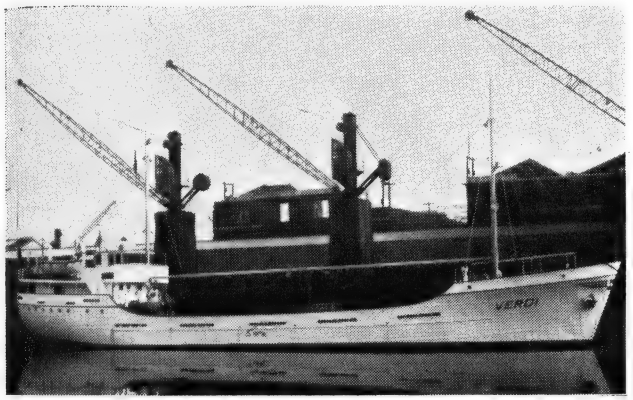
BY LAURENCE DUNN

ON the North Atlantic passenger routes the two "Queens" are generally accepted as representing the ultimate in size, but a study of other liner routes and the vessels employed shows that the usual practice is still to build larger and faster ships. It is therefore stimulating to find a very well-known and long-established firm, whose vessels have frequently set the standard on their particular routes, appreciating the fact that even on transatlantic hauls ships of a mere 500 tons may show to advantage. This point is brought home by the recent departure from London of the Lamport & Holt Line's m.v. *Verdi*, a ship of 571 tons gross which is now on her fifth voyage to South America.

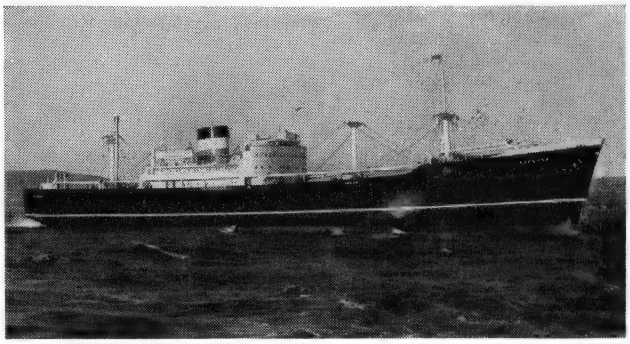
The port of Asuncion for which she is bound is about 1,000 miles up the River Paraguay and can only take ships with a draught of about 10 ft. Drawing only this amount the *Verdi* is able to take cargo direct, obviating the need for trans-shipment, first to Argentine craft at Buenos Aires and then higher up the river to Paraguayan vessels. Outwards her cargoes have included whisky and other fine goods, homewards cotton and tinned meats.

This handsome little vessel was built last year by the De Groot and Van Vliet shipyard at Slikkerveer, as the *Hermes*. Later in the year, while still owned by C. Holscher's Kustvaartbedrijf N.V., Rotterdam, she made two voyages to South America on Lamport & Holt charter. Then, about the turn of the year she was acquired by the latter and given her present name. A ship of 841 tons d.w., her gross tonnage was originally 499. While under the Dutch flag a crew of ten was deemed sufficient, but under B. of T. regulations this has had to be increased to 15, necessitating considerable rearrangement of the quarters aft. Her complement includes master and two officers, chief engineer and two others and six A.B.s. The vessel measures 184.7 ft. in overall length and has a beam of 29.5 ft. Propelled by an 8-cylinder Industrie diesel engine, she had a speed of 10½ knots, enabling her to make the round trip in about three months. Besides the *Verdi*, the Lamport & Holt Line have three other vessels of similar size on time charter. These are the Dutch owned *Arcturus* (500 tons), *Dependent* (455 tons), and the 499-ton *Jacaranda*.

*M.V. "Verdi," 571 tons gross, a remarkably small vessel for the transatlantic trade*



The company, which was formed in 1845, has been primarily concerned with the South American trade and in the 'eighties was one of the pioneers in the shipment of frozen meat from the River Plate, and, at an earlier date, in the development of the Brazilian coffee trade to the United States. At the present time it has two main services, the more important being the fast direct one to the Argentine and Uruguay. Liverpool is the main loading port, but cargoes are also shipped at Glasgow and in the Bristol Channel. The other is from London and Continental ports to Brazil and Argentina. Sailings on both are at approximately monthly intervals. Normally the R class vessels are used on the former and the L's and S's on the latter, but, naturally, alterations are made to suit the demands of trade.



*M.V. "Raeburn" built at Belfast by Harland and Wolff*

In 1944 the control of the company was acquired by the Blue Star Group, this following just after a far less tempting offer made by the United Molasses Co. Ltd. As a result of the deal a number of "Star" liners are now registered as owned by Lamport & Holt Line Ltd., but these eight are neither manned nor managed by the firm. Wearing Blue Star funnel markings and employed on Blue Star services they are therefore not included here.

The most important of the company's ships are the five R class units:

| | | | | |
|---|---|---|---|---|
| **m.v. Raeburn** | ... ... | **Built** | **1952** | **8,312 tons gross** |
| **m.v. Raphael** | ... ... | ,, | **1953** | **7,971 ,, ,,** |
| **s.s. Romney** | ... ... | ,, | **1952** | **8,237 ,, ,,** |
| **m.v. Roscoe ...** | ... ... | ,, | **1935** | **6,334 ,, ,,** |
| **m.v. Rubens** | ... ... | ,, | **1952** | **4,459 ,, ,,** |

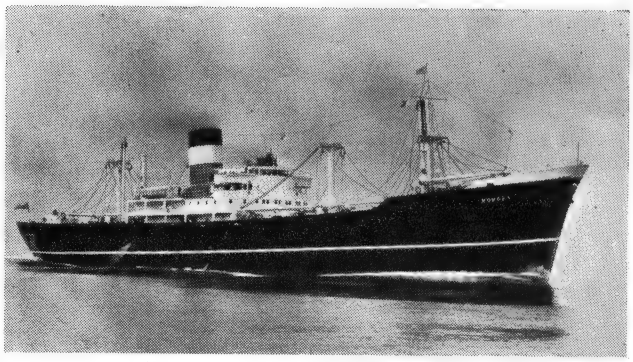
The first three are of 10,400/10,500 tons d.w. and have a service speed of 15 knots, although the *Rubens* has done

# & HOLT LINE

19 knots on trial. The first two, which were built by Harland & Wolff and Bartram & Sons, respectively, are almost identical in appearance, the most noticeable difference being in the placing of the boats; the *Raeburn* having hers at the aft and the *Raphael* at the forward end of the superstructure. There is some variation, however, as regards main dimensions, the *Raeburn* being 466 ft. in length o.a. × 63.3 in beam, the other 472.2 × 62.0 ft. They have differing types of machinery, the *Raeburn*, coming from Belfast, naturally having a Harland B. & W. type engine, her consort one of N.E.-Doxford type.

In the summer of 1953 the *Raeburn* had the misfortune to go aground in the Bristol Channel. Although her position seemed critical she was eventually refloated, though in so bad a state that it was not until October, 1954, that she returned to service. The third ship, the steam driven *Romney*, has a much taller stack and as the illustration shows has rather more of her superstructure enclosed. Built by Cammell Laird, who were also responsible for her D.R. geared turbine machinery, she is 470 ft. long overall and has a beam of 63 ft.

The *Roscoe* is a 12-knot ship of 6,750 tons d.w. measuring 430.3 ft. in overall length and 54.7 ft. beam. Seldom has the Lamport & Holt Line owned a vessel with such a varied career. Originally the M.A.N. engined *Dusseldorf*, she was built by the Bremer Vulkan Yard at Vegesack as one of a trio for the N.D.L.-H.A.L. joint service to the west coast of South America. She and her Maier hulled consort *Osnabruck* were owned by the N.D.L., but the third, the *Hermonthis*, wore the H.A.L. colours. All three had accommodation for 20 passengers. After sheltering in Valparaiso during the first few months of the war the *Dusseldorf* attempted to slip home to Germany, but was intercepted and captured before any attempt at scuttling could be made. Taken over by the Ministry of War Transport she was renamed *Poland*, but later in 1940 when the "Empire" system of naming was introduced this was changed to *Empire Confidence*. After war service under the management of Royal Mail Lines she was bought in 1946 by the Alexandria Navigation Co. and became the *Star of El Nil*. For two years or so she was used on their Liverpool-Egypt service, but with the advent of newly-built tonnage she was put on the sales list, eventually bought by Lamport & Holt and re-christened *Spenser*. It was only in April of this year that she received her present name. Unlike the rest of the fleet as regards appearance, she has a short topgallant fo'c'sle from which bulwarks extend almost to the stern. Besides two tall masts there are two single stump masts—all clear of the superstructure—which together serve six hatches, three forward and three aft. The midship structure is short and lofty, the boats being placed two decks up. In fact, apart from having a flat-topped funnel, she is very similar to the *Dundalk Bay* (ex-*Nurnburg*) which was illustrated on page 435 of the December, 1954, issue of SHIPS AND SHIP MODELS.



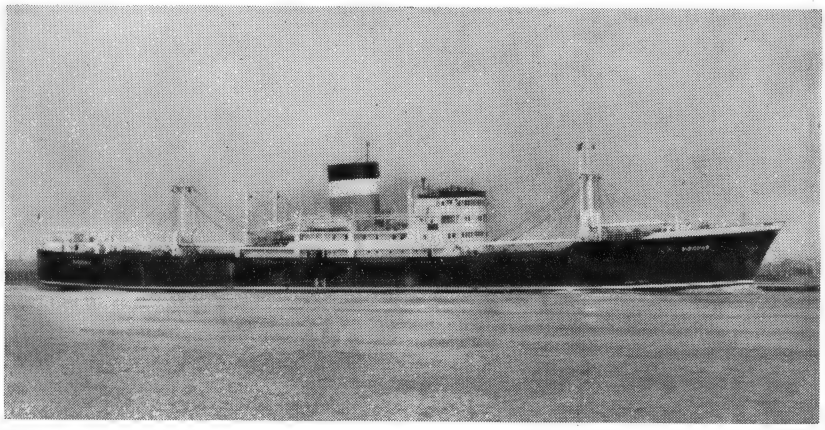
*S.S. "Romney," 8,237 tons gross, built by Cammell Laird*

The *Rubens* has borne the name for only a few months, having been previously known as the *Siddons*. As such, she was built for the firm by W. Pickersgill & Sons Ltd. An open shelter decker of 7,250 tons d.w. she measures 436.4 ft. × 57.3 ft. and is propelled by a 5-cylinder Doxford-type engine which gives a service speed of 15 knots. In common with other new R class vessels she has a long topgallant fo'c'sle, measuring 90 ft.

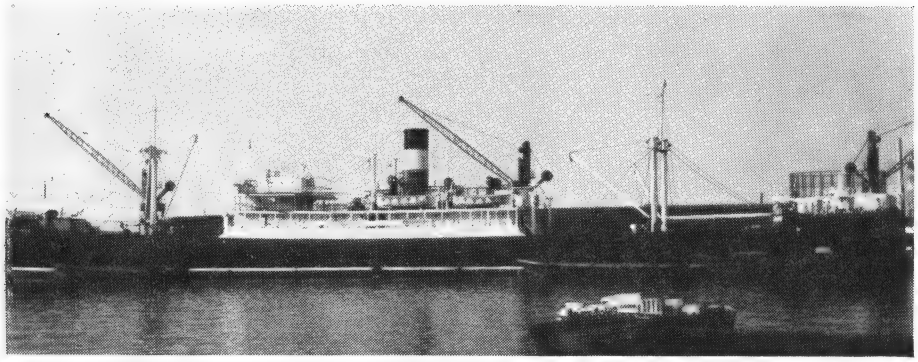
Next in importance are the:

| | | | | | |
|---|---|---|---|---|---|
| **s.s.** | **Lalande** | ... ... | **Built** | **1940** | **6,902 tons gross** |
| **s.s.** | **Lassell** | ... ... | **,,** | **1943** | **3,256 ,, ,,** |
| **s.s.** | **Sallust** | ... ... | **,,** | **1948** | **2,993 ,, ,,** |
| **m.v.** | **Sargent** | ... ... | **,,** | **1945** | **3,929 ,, ,,** |
| **m.v.** | **Sheridan** | ... ... | **,,** | **1945** | **3,827 ,, ,,** |

Of these the first three operate at about 11 knots, the others at 10-10½ knots. The *Lalande*, built as the *Empire Voice* by Barclay Curle, is the company's only Clyde-built vessel and measures 442.5 ft. o.a. × 57.5 ft. beam. A two decker with a d.w. capacity of 8,927 tons, she is of three-island type design with long midship structure.



*M.V. "Rubens," 4,459 tons gross, when under her previous name as "Siddons"*



*S.S.* "*Lalande*," 6,902 *tons gross, built by Barclay Curle as the* "*Empire Voice*"

Originally No. 3 hatch was on the bridge deck, causing a break in the superstructure; later, however, it was trunked to boat-deck level. Few ships are so easy to identify, for, while she has the normal type of mast in the fore well, the after one comprises two kingposts carrying a single topmast. First managed by the Booth Line, and then owned by them as the *Bernard* "Pancras" was suggested but never used; she was renamed *Byron* when taken over by Lamport & Holt; this name being changed to the present one two years ago.

The *Lassell* is a Bethlehem-built Liberty ship of 10,500 tons d.w. and like the rest of her type has an overall length of 441 ft. Externally her appearance has been little changed, only the removal of the W/T mast amidships and the stepping of rather lofty topmasts on main and mizzen being undertaken. Launched as the *John J. McGraw*, she featured in the Lamport & Holt fleet—first as the *Samariz* and then as the *John J. McGraw* before being given her present name late in 1947.

The much smaller *Sallust* (4,915 tons d.w.) joined the fleet in 1951. As the *Dunstan* she was the first of a pair built for the Booth Line by Pickersgill. She and her sister *Denis* (still with that firm) were built to serve ports far up the Amazon and were designed to have a large cubic capacity on a draught of only 20 ft. 11 in. Like the rest of the fleet they have accommodation for a few first class passengers. The remaining pair which make up the S class are of the well-known American built CI-M-AVI type. Each has a d.w. capacity of some 6,000 tons, an overall length of 338.5 ft. and a breadth of 50.1 ft.

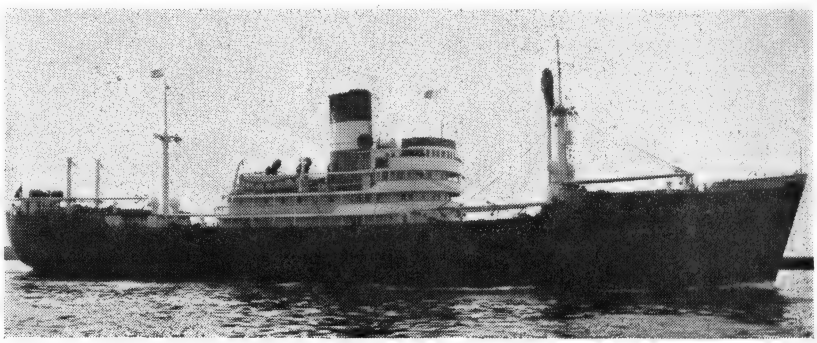
The *Sargent* has only been in the fleet for a short time, having been bought just over a year ago as the *Jutahy* from the Panama Shipping Co. Ltd., Panama, another of the Vestey-Blue Star group of companies. Launched by Walter Butler Shipbuilders Inc. as the *Frank J. Petrarca*, she later became the *Roband Hitch* and bore this name until her purchase by the Panama company in 1947.

The *Sheridan*, which has been with the company for nine years, was acquired as the *Hickory Glen*, a product of the Consolidated Steel Corporation, of Wilmington. She is powered by a 6-cylinder diesel made by the General Machinery Corporation, but her sister has an 8-cylinder one of Busch Sulzer design. In common with the rest of the CI-M-AVI type, these vessels have their accommodation and machinery aft. Ahead of this is a long well-deck with three hatches, which are served by two masts, and a pair of kingposts stepped just in front of the bridge. (An illustration of the *Heathmore*, another of this type, appeared on page 169 in the May, 1955, issue of this magazine.)

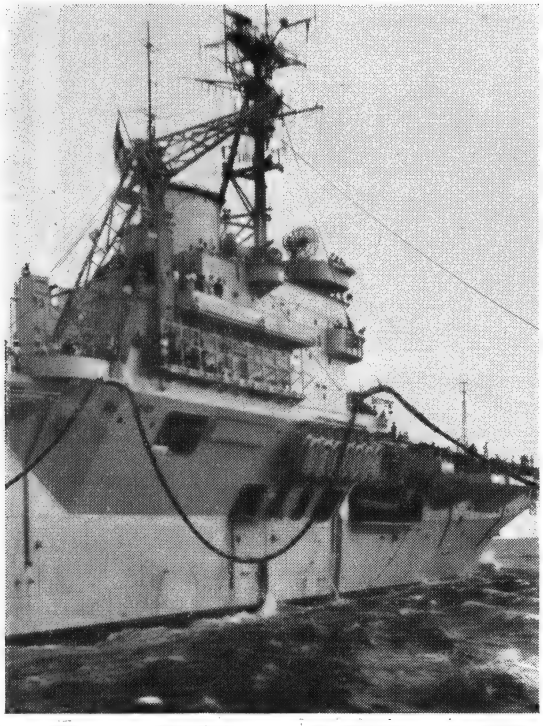
There remains to be listed the three smallest units in the fleet, the:

| | | | |
|---|---|---|---|
| **m.v. Balzac** ... ... ... | **Built** | **1939** | **3,042 tons** |
| **m.v. Boswell** ... ... | ,, | **1938** | **3,111** ,, |
| **m.v. Verdi** ... ... ... | ,, | **1945** | **571** ,, |

Just as the *Verdi* represents a new venture, so do the other two, both being specially designed banana carriers. White painted like the *Verdi*, they measure 336 ft. in length o.a. and 45 ft. in breadth. They were built and engined by Burmeister & Wain, Copenhagen, and like most fruiters of that period have a long topgallant fo'c'sle extending to the midship structure. Capable of about 13 knots in service, each is powered by a single 9-cylinder engine. The *Balzac* was formerly the *Mosdale*, of the A/S Mosvold Shipping Co., Farsund, and her purchase by the Blue Star Line last year aroused much interest, for she represented a new type as far as that fleet was concerned. It was first intended to name her *Trinidad Star*, but in actual fact she became the *Albion Star*. A few months later she was transferred to Lamport & Holt. The *Boswell*, formerly the *Barfleur*, was bought this year from the Cie. Generale Transatlantique. Most of the company's fleet have black hulls and boot-topping, with a white ribbon at the waterline, but on some, such as the *Sallust* and the white hulled *Verdi*, the boot-topping is red.



*S.S.* "*Sallust*," 2,993 *tons gross, built for the Booth Line's Amazon service in* 1948



*H.M. Carrier " Ocean " showing the pipeline for refuelling a frigate at sea*

# *Naval Photograph Club*

## By P. A. VICARY

RESEARCH by Mr. Arthur Baker, British Consul in Syracuse, Sicily, has led to the discovery of hulks believed to be relics of a Greek armada lost 2,368 years ago in one of the greatest naval defeats of ancient history. The first wreckage has been found by divers working at the bottom of Syracuse Bay. Ancient records of the battle show that 119 Athenian ships were believed to have been lost in 413 B.C. The bay has been probed 100 yards off the Ortigia Islands and pieces of ancient pottery has been found, inducing the Italian authorities to send down divers. The divers have found ribs and the prow of what appears to be an ancient bireme—or trireme—of wood which crumbles at the touch. " There can be no doubt," said Professor Luigi Barnard Brea, director of the Syracuse Historical Museum, " that the wreckage is of the Athenian fleet which besieged ancient Syracuse. We stand at the threshold of the discovery of perhaps the most ancient warships ever found."

History records that the armada was sent by Athens against Corinthian-held Syracuse, once Greece's greatest colony in the days of Alcibiades, but the people of Syracuse defended themselves in their fortress-guarded bay. The Athenian commanders decided to withdraw their fleet until after the eclipse of the moon of August 27th, 413 B.C., because of the superstition which was then rife. This proved their undoing as the defenders, given time, trapped the Athenian fleet by anchoring old hulks in a blockade chain across the mouth of the harbour. All but 15 of the Greek ships were sunk. An Athenian force of 6,000 men was decimated and the survivors were sold into slavery. It is generally believed that this defeat was the beginning of the end to the power of Athens.

H.M.S. *Royalist,* which is undergoing a major refit at Portsmouth, will emerge with lattice masts and extended bridge work similar to the " Rocket " type frigates. She will, it is understood, go to New Zealand to replace the cruiser *Black Prince* or *Bellona.*

Concerning the film " The Ship that Died of Shame," one of our members has discovered that two M.T.Bs. played the part of M.T.B. 1087. One was ex-M.T.B. 429, which is a private yacht named *Taifun*; she was built by J. S. White, of Cowes, and became the Polish S.10.—later returned to the Royal Navy and sold out of the service. The second boat to bear the number 1087 was the *Gay Dragoon* (P.1050) which was especially fitted out for the film with one 4.5 in. gun for'ard, a twin oerlikon aft and two single Vickers .303 machine guns on the bridge. (See January issue.)

The new coastal minesweeper *Floriston,* built by Richards Iron Works at Lowestoft, has been accepted by the Royal Navy and was commissioned on September 3rd at Hythe. She, with six other ships of the 108th Minesweeping Squadron, sailed at short notice for Cyprus. The other six vessels are *Sefton, Essington, Babminton, Dufton, Hickleton* and *Roddington.* Three other vessels only just accepted into the R.N. are to join them later. The headquarters ship of the squadron is the frigate *Woodbridge Haven.* The m.s. *Somerleyton,* also built by Richards Ironworks, was launched on September 17th by Lady Somerleyton, and the seaward defence vessel *Hinksford* was put afloat on October 4th. The *Lullington* has been launched at Harland & Wolff's, Belfast.

A new 20,000-ton troopship named *Nevasa* is to be built at Glasgow for the Ministry of Transport and operated by the P. & O. Line. Britain has purchased the Norwegian ship *Arendal* for service as headquarters ship of the Transantarctic Expedition which hopes to cross Antarctica on land vehicles in 1957. The *Arendal* is a new vessel built this year. When she enters British service she will be renamed *Sir Ernest Shackleton* after the explorer who died at sea in 1922 aboard the *Quest* on his third expedition to the South Pole.

The 13,000-ton fleet carrier *Ocean* was recalled hurriedly from Penzance, where she was paying a visit, to load Army equipment at Devonport for Cyprus. The photograph—taken from the frigate *Verulam*—shows the carrier engaged in a refuelling operation.

# SMALL-SCALE SAILING

WHEN the main deck is in place an inner "lining," consisting of a strip of card or veneer, is fitted inside the bulwarks, with its edge standing on the edge of the deck card. The top edge of the lining is, of course, fitted to the line of the rail and its bottom edge to that of the waterway. It hides the joint of the waterway with the inside of the bulwarks and makes the whole thing look much neater.

Veneer planks make a much better deck than card, as they follow the camber more easily and, being the real thing in miniature, are far superior in appearance. If the planks are too narrow to cut out to the proper scale, cut them to twice or three times the scale width and scribe in one or two lines along each after they are laid. The point of a knife, followed by a mapping pen does the trick. A coat of clear size also helps to stop the ink running into the grain. This is a fiddling job when the planks are laid, but is not as difficult as it may sound. The scribing and ruling must, of course, take place after the smoothing of the deck. This is an innocent swindle and is most effective.

Before the planks are laid the waterways must

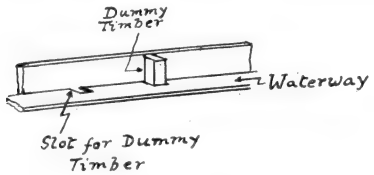



*Fig.* 9

be made and fitted. If the prototype has a raised forecastle and poop, the curvature of the waterways will be slight enough to allow each to be made of one piece of veneer, backed by paper or even another thickness of veneer. The waterway must be at least as thick as the deck planking, preferably thicker. If the top timbers or bulwark stanchions are visible in the prototype, slots must be cut for them in the outside edge of the waterways. Dummy timbers are then "rove" through these slots when the waterways are in place (see Fig. 9).

#### FLUSH-DECKED HULLS

As would be expected the construction of flush-decked hulls is much the same as those with raised forecastles and poops, except at the extremities of

*Continued from page 347, October issue*

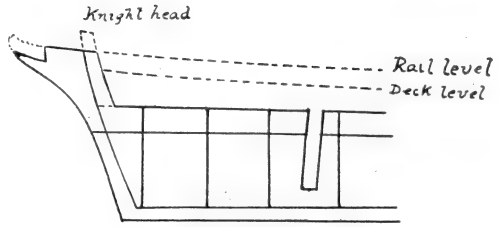



*Fig.* 10

the bow and stern, where the central keel cards are a little different.

Fig. 10 shows the bow end of such a keel card. There will, of course, be no rabbet cards above the maindeck level and each keel card must be continued upwards to the full height and moulding of the stem. Before planking is started, the knight-heads must be fitted close up to the stem (Fig. 11) and bevelled to accommodate the hood ends of the bulwark strakes. Fig. 12 shows the stern of a square-sterned flush-decked vessel. Here the central keel card must not come higher than the maindeck level and hence the framework of the hull above this level muct be in the actual material which will be visible in the finished model. This framework takes the form of the two post timbers shown in Fig. 12. Across the after faces of the post timbers the planking of the stern will be fixed in one piece, like a boat's transom.

This "transom" cannot, of course, be fitted while the two half hulls are still pinned separately to their boards. It can only find room when they are off the boards and married together. For this reason we must start planking a flush-decked hull at the garboards and continue as far towards the rail as possible before marrying the two halves. Once they are together, the "transom" can be fitted across the

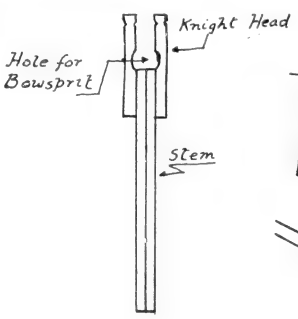



*Fig.* 11

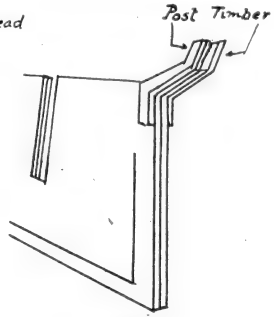



*Fig.* 12

# SHIP MODELLING . . .

## . . . described by R. Chenevix Trench

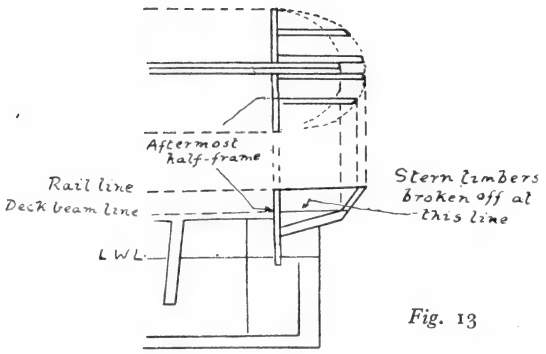



*Fig.* 13

post timbers and the planking up to the rail completed. I put this word " transom " in inverted commas in case anyone takes me to task for applying the wrong term to the stern planking of a sizable vessel. In wooden ships the transoms were horizontal timbers of the hull's framework. They were shaped to the forms of the after ends of the water-lines and they bridged the space between the sternpost and the aftermost cant timbers or fashion pieces. They were strictly framework and were planked over, as opposed to a boat's transom which itself keeps the water out.

To get a fair sheer it is recommended that the sheer strake (cut a little too wide) be fitted before the inwales are put in place as in a flush-decked hull there is no convenient place to tuck the ends of the inwales into until the sheer strakes are fitted. With the sheer strake in place the inwales can be dropped into their slots in the half-frames and, if they are cut to the right length, their ends will look after themselves. The top of the sheer strake can then be rubbed down to the level of the inwale as described before.

The framework of a round or elliptical stern is a bit more elaborate. As well as the post timbers, it needs one or two more each side of the centre line, disposed fore-and-aft as shown in Fig. 13. They are cut to the shapes of the buttock lines and are heeled against the aftermost half frames. As in the case of the half-frames, their tops above the deck beam level must be made detachable. The inner skin of planking must encircle the stern in one continuous length, as vertical planking will not be possible on these buttock-line frames. Paper can be used for this inner skin in both paper and veneer-planked models. In the case of the latter, a wooden skin should be fastened on to the outside of the paper one and then another wooden covering on the inside of it, after breaking away the tops of the stern frames. Both square- and elliptical-sterned hulls can be drilled for the rudder post at any time after the planking is complete.

In ships where dummy timbers are shown the tops of these timbers must be covered by a capping rail made of a thin strip of wood steamed near its forward end if necessary, so that it will take the curvature of the rail line in the horizontal plane. It will hardly be practicable to pin this rail in position, but casein glue will do the trick. The rails can be held in position while the glue sets by notched " strongbacks " spanning the hull and tourniquets set up under the keel (Fig. 14). Four to six distance pieces—

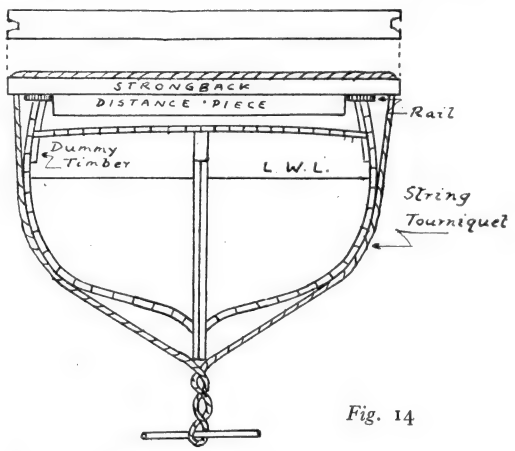



*Fig.* 14

also shown in the same figure—will keep the rail in its correct position.

### HULL AND DECK FITTINGS

Every modeller will have his own ideas on how to get the effects which he aims for and so I propose to do no more than to offer a few ideas in note form. But the guiding principle in all cases is knowledge of the full-scale practice and then devising means to

*Fig.* 15

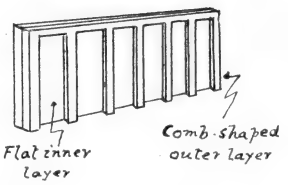



*Fig.* 16

imitate at least the appearance of the structural detail.

*Deck houses*: Don't forget to make their deckheads parallel with the deck by cutting an appropriate camber on their ends and thwartship bulkheads. Don't make the bulkheads rise straight from the deck planks, but first fix to the deck a rectangle of veneer or card slightly bigger than the deck area of the house (Fig. 15). When panelled sides are to be reproduced, an effective method is to make each side in two layers, the inner layer flat, representing the panels, and the outer one comb-shaped, representing the framework as in Fig. 16. One central thwartship bulkhead, to the same shape as the fore and after ends, will insure against the deckhead sagging from its proper camber.

*Hull attachment of standing rigging*: As a general rule the best way of attachment to both paper and wood hulls is to peg the rope concerned into a drilled hole, using a glued and tapered matchstick as the peg, which is cut off flush after the glue is dry. Where the shrouds and backstays lead inside the bulwark, a small strip of hard wood at the level of the pin rail is recommended, previously drilled with holes for each shroud and also for each halyard; details can be obtained from Mr. Harold Underhill's book on masting and rigging, which shows the all-important belaying-pin plan. These drilled strips are then pinned and casein-glued to the inside of the bulwarks (Fig. 17). The points of very fine needles are good for pinning and they can be inserted like dowels in holes previously drilled horizontally in the wooden strips, taking care to place them between the vertical holes for the rigging.

This raises the whole question of drilling very small holes, of which there will be a multitude in the model. If you're lucky enough to own a watchmaker's drill, so much the better. But there is a very good second best for those who have not, and that is the pin-vice, twiddled between thumb and forefinger. This low-brow effective tool costs only a shilling or two and uses needles for bits. To make a needle into a bit, carefully rub both flat faces of the eye on a fine oil stone as shown in Fig. 18. This bit drills through boxwood as if it were butter and takes only five minutes to make.

*Hatches*: In a small-scale model it is too much to expect the framing of the hatchways above the deck level to be dovetailed as in the prototype, but there is no difficulty in cambering the thwartships members (headledges). The fore-and-aft members (coamings) are, of course, rectangular. For wooden hatchways veneer is again the best material: for metal ones, smooth card. The actual hatch covers are best scored athwartships to represent the separate members.

*Rudder and Tiller*: In models of small vessels, such as some schooners and brigs which are steered by tiller, it is convenient to make both rudder and tiller out of three layers of veneer. By this method a tenon in the heel of the tiller and a corresponding mortise in the rudder post can easily be made and will make a very neat fitting (Fig. 19). The use of a

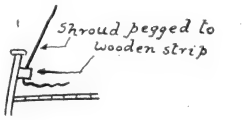



*Fig.* 17

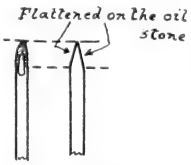



*Fig.* 18

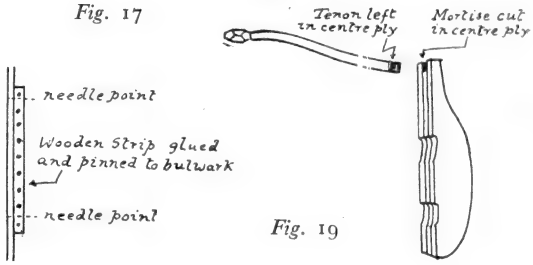



*Fig.* 19

colourless glue and the fact that the grain of all three layers is made to run parallel will prevent a "three-ply" appearance if the rudder post above the deck and the tiller are to be left unpainted. Again, a very sharp paring chisel is recommended for the preliminary cutting out. The strong paper-clips, such as were used in gluing the two halves of the hull together, provide a good pressure while the glue is setting.

*Bitts*: In flush-decked models, the pawl bitts of the windlass should be made long enough to reach down to the bottom of the hull in order to give it support against the thrust of the heel of the bow-

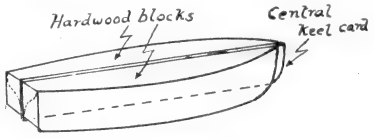
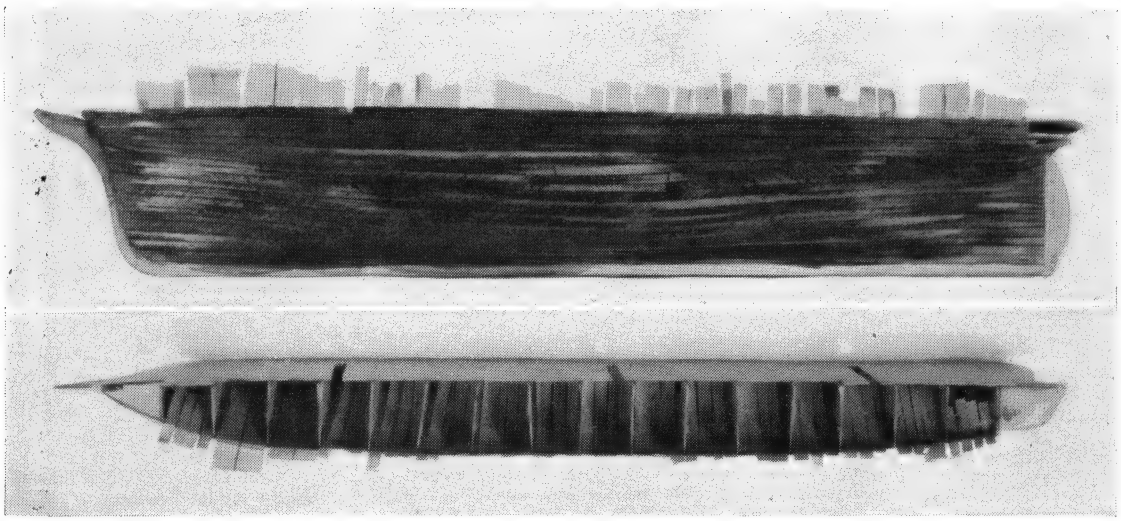



*Fig.* 20



*Port half-hull of " Thermoplyae " scale 1 in. = 20 ft. planked externally with 1/64 in. balsa and internally with vertical strips of paper. Note that keel is quite straight and out of winding*

sprit. It is advisable to do the same to the fife rail bitts as it will help to make them stand truly upright. To cut square holes in the deck, first drill a round one and then carefully enlarge it with a very fine flat file.

*Boats*: To make a convincing boat an inch long is not an easy matter if it is to be shown gunwale up, uncovered. But those which are to be shown keel up can be effectively made by cutting a keel card to the whole height of the centre line and then gluing on a small piece of hardwood each side, cut to the plan of the gunwale and extending down to the level of the rabbet (Fig. 20). When the glue is dry, the wooden side-pieces are carefully filed with a fine rat-tailed file until the boat is the required shape. This method is good for both double-ended and transom-sterned boats. The sheer can easily be filed in with a round file or a piece of sand-paper wrapped round a stick.

*Metal Bollards*: The usual pins and flat card can be used for these, but their appearance is much improved if the tops of the pin-heads are flattened on an oil stone, holding the pin in a pin-vice for the operation.

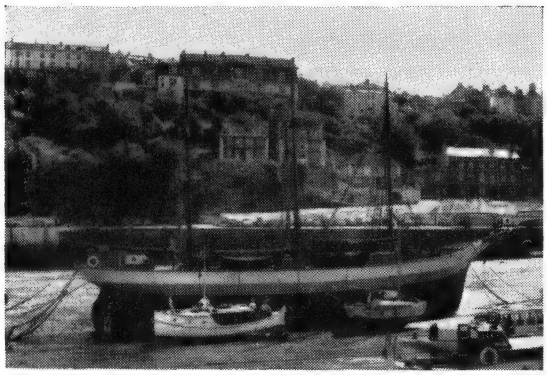
*Poop rails*: These are among the most difficult things to make well enough to stand up to a really close examination. If the top rail is of wood in the prototype, the best substitute that I have been able to devise is as follows: Use needles for the stanchions, cutting them off so as to leave the desired length above the deck from the eye end, plus enough to stick into the deck. Paint the needles before so cutting them. On an oil stone flatten the ends of the needles beyond the eyes as much as possible without actually breaking through into the eye of each stanchion. Then reeve a very thin sliver of bamboo through the eye of each stanchion. This bamboo will take up a perfect curve as it goes round the stern, which is an important virtue. Put each stanchion in turn into its previously-drilled hole. If a middle rail is to be fitted, I must again admit my inability to devise a really convincing replica, but very fine silk, clove-hitched round the middle of each stanchion in turn, is effective. Thread the silk with a fine needle for this process. Where the rail curves round the stern do not haul the silk quite taut between each stanchion. Paint the silk with a very fine brush and when the paint is dry gently coax the part passing round the stern to curve of the top rail. When passing the clove hitches have the cross of each hitch on the outside of its stanchion so that the middle rail, in effect, is on the outside. I have been rather apologetic about this method as a magnifying glass will reveal it as not completely faithful to the prototype's method of construction. But make no mistake, the effect is good.

*Steering wheels*: Here again, the making from scratch of a spoked wheel about $\frac{3}{16}$ in. in diameter, with nothing but the simple tools likely to be found in the home, has so far defeated me. But a watchmaker—or, indeed, an old condemned watch—can sometimes provide a wheel which will pass muster. The main requirements for a convincing wheel are a truly circular rim and an accurate centre, and these the watchmaker can provide.

*Skylights*: These are best built up from veneer, the pieces being cut to shape with a paring chisel. Glazing can be well simulated even on skylights only $\frac{1}{4}$ in. long by gluing the framework of the glazed pieces on to small pieces of developed photographic negative cut from the border of the negative outside the actual picture. It is no use pretending that it is not a fiddling job, but the result is good.

# Ships and Ship Models Mailboat

● **Letters of general interest on maritime matters are welcomed. A non-de-plume may be used if desired, but the name and address of the sender must accompany the letter. The Editor does not accept responsibility for the views expressed by correspondents**



### DO YOU KNOW THIS SCHOONER ?

I enclose two photographs of ships taken recently at Ilfracombe.

The smaller ship, I understand, is a ketch called *Mary Stewart*, and the other is a schooner. But all I know about her is that her name begins with the letter " E." If any of your readers recognise her I should be grateful to receive details.

Bradford 9, Yorks. D. J. Clayton.

### THE ROGERS COLLECTION

I would like to answer some of the comments published by you in your July issue from Donald McNarry regarding the condition of the Rogers Collection and the statement in the catalogue concerning the general lack of availability of material for general distribution. I would be remiss in a debt of gratitude that I owe the Museum were I to let this pass unanswered.

Early in 1953, I contacted the Museum for material in connection with a model of the *Royal William* that I was building and found the director, Wade DeWeese, Captain, United States Navy (retired), most helpful. He mentioned in his letter that the Museum was not equipped to furnish plans, etc., but I received several mimeographed sheets of recommended reading and names of persons to contact, and it was through him that I came to learn of the National Maritime Museum in Greenwich, from whom I have received immeasurable help. I also received, compliments of the Museum, photographs of the *Royal William*. Apparently, the material that they have is not for general distribution, but I do not doubt that if one were to contact the Museum with a specific problem, they would receive as much help as could possibly be given. I would draw Mr. McNarry's attention to the fact that this is not a Museum in the common sense of the word, but it is connected with an organisation whose primary purpose is the education of officers for the United States Navy, and they should no more be expected to be set up to produce material for general and random distribution than I would expect the Bodleian Library and Magdalene College to have available to me photostats of all the Pepysian manuscripts in their collection.

If these models be deteriorating, I think the primary fault for permitting this condition to go on lies mainly with us who have the greatest interest in them. I shall contact the Nautical Research Guild and see what we here in America may do to remedy the situation.

Bronxville, New York. Edward F. Schortman, M.D.

PS.—As a final answer regarding the preservation of the Rogers Collection I would like to quote from a letter of August 26th, 1955, from Capt. DeWeese: " . . . we have obtained funds from the Navy Department to permit installation of a modern temperature-humidity control system. The work has already commenced and we expect it to be completed in the next month or two."

### SHIP ON THE HALFPENNY

As a South African I was interested in the letter from Mr. E. Day asking for information about the ship on the reverse of the South African halfpenny. As far as I know it represents the little yacht *Dromedaris*, which carried Johann van Riebeeck to Table Bay with his party of settlers in 1652.

The Dutch East India Company decided at that time to establish a half-way station on the route to Batavia. From this little settlement the present Union of South Africa has grown.

As I did a great deal of research on the ship at the time of the tercentenary celebrations and published a small illustrated children's book about her, I know that there is a lot wrong with the representation on the coin. However, it is pleasant to look at and nobody worries but the savants.

Marble Arch, London, W.1. A. A. Telford.

PS.—The book mentioned above, " A visit to the Dromedaris " was reviewed in your pages at the time.—A.A.T.

*A reader, Mr. R. Perceval, of Johannesburg, in forwarding Mr. E. Day's letter which appeared in the August issue of* Ships and Ship Models, *to the Director of the South African Mint, has received the following reply.—Ed.*

With reference to your letter of September 6th, 1955, I wish to inform you that the ship appearing on the reverse of the halfpenny is a Dutch-India Merchantman under full sail reflecting South African history, its trade with the East and symbolic of our sea-faring ancestors.

This design first appeared on the penny and the halfpenny in 1923, when the Royal Mint's branch was opened in Pretoria, and has been continuously in use ever since.

Pretoria. J. P. Roux.
Director, South African Mint.

### WANTED: A FIGUREHEAD PLAN

The model I have at present under construction is of H.M.S. *Reynard*, steam sloop of 1848. I was fortunate in obtaining a very complete set of plans from the National Maritime Museum, and have managed to fill in most of what gaps there were.

The one important exception, however, is her figurehead. This is not shown on the plans, and despite much searching I have been unable to find a print of this vessel.

Was a record kept of the figureheads of naval vessels? I wonder if any reader can help me on this point. I found a picture of the *Reynard* in the *Illustrated London News* for June 8th, 1850, but the figurehead was obscured by cannon smoke.

The *Reynard* was chiefly regarded as experimental, in so much as she was one of the first sloops to be fitted with the screw propeller. She was built at Deptford. Her date of launching is unknown, to me at any rate, but her sail plan is dated February 22nd, 1849.

She was wrecked on Pratas Shoal, China Seas, on May 31st, 1851—a very short career, and probably the reason why there is apparently no print of her.

Having exhausted all the usual sources of information I shall be most grateful if anyone can help and, moreover, would be pleased to hear from anyone who is interested in ships of this period.

Reading. R. E. BRUNSDON.

### SHIP MODELLING IN NEW YORK

The article in the February issue "Starting a Ship Model Society" by Mr. Purves was especially interesting as it parallels our experiences around New York. The public here is not so ship-minded as you British, but, nevertheless, we do have quite a number of enthusiasts.

At one time there were several ship model societies active locally—largely through the efforts of late Captain Armitage McCann whose "Ship Modeler" magazine was a source of many practical hints. The Brooklyn contingent, formed about 1928, held together during the war years and with the course of time was renamed the "Ship Lore and Model Club."

Our membership is widely diversified in every-day life, but one in the love and interest for ships. Your own Alan Villiers (to whom we send greetings) has attended some of our meetings and we look forward to having him with us again.

Ours is a loose organisation with only a president and a secretary-treasurer as officers, the latter practically a permanent job. Meetings are held at members' homes, but we are able to rent a floor conveniently in the city for once-a-month meetings when no home is available.

Our meetings are brought to order by a genuine bosun's whistle call from one of our members who has "swallowed the anchor." After the usual informal discussion and news the speaker takes over. We have been very fortunate in our speakers and members. A very loyal one was the late Captain Bob Bartlett of Arctic fame. Incidentally, he carried the club pennant to the far north on his little "Morrissy." He was always careful to call the early Scandinavian explorers "veekings" not "vykings."

Another interesting member was a former chief pattern maker at the Navy Yard, whose knowledge of woods and manual skill were outstanding. On some occasions we have had "movie" slides with a lecturer—always worth while. These belong to the "lore" side of the activities, but models still play a good part.

One of our members, after years of study, built a model of the exploring barque *Jeanette* which was lost in the Arctic. Another outstanding job was a complete whaler, at one tenth in. per ft. scale. The ship's work bench, bench vice, special davits, etc., all come back to life . . . so well is the work done.

Wishing you fair winds and a smart voyage.

For the New York Ship Lore & Model Club,
Rumson, New Jersey. TOWNSEND J. SMITH.

### AN OFFER TO MODELLERS

As most ship modellers know one of the finest woods for bending is apple. It glues well, is highly resistant to splitting and, above all, is able to sustain small radius curves without risk of failure. Unfortunately, stocks of this timber are virtually non-existent as it is not used to any great commercial extent.

At the beginning of this year, however, I was able to obtain a large tree from an orchard which was being thinned out. The butt of this tree has now been sawn into planks 1½ in. thick which are straight grained and free from defects.

Naturally, there is a quantity of timber in excess of my personal requirements. Therefore if any readers of SHIPS AND SHIP MODELS care to write to me at 41, Daryngton Drive, Greenford, Middlesex, giving some idea of the amount they want I shall be pleased to do my best to supply their needs at a nominal cost to cover expense of postage, sawing, etc.

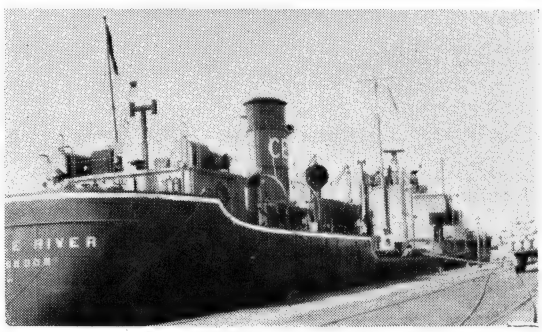
It may be just as well to add the reminder that as the tree was felled this year it will be essential to stack the timber for a further period to ensure adequate seasoning and to render it in prime condition for use.

Greenford, Middlesex. EWART C. FREESTON
(Hon. Sec., Wembley S.M.S.)

### HER NEW FUNNEL DEVICE

In order to avoid confusion with the initials of the British European Airways, the British Electricity Authority has been officially renamed the Central Electricity Authority. The effect of the change can be seen on the collier fleet, which now carry the letters C.E.A. on their funnels. The illustration taken in April shows the *Poole River* of Poole Quay, Dorset, with her new funnel device fitted. The *Poole River*, a ship of 1,366 tons gross, was built at Sunderland in 1949, and is at present carrying coal to Poole Power Station from Rotterdam and other Continental ports.

Thorpe Bay, Essex. PHILIP KERSHAW.



# M.Y.A. British Open 'M' Class Championship

**by W. F. Jennings**

THE M.Y.A. British Open "M" class Championship 1955, held at the Lagoon, Hove, in September, established two records—in the number of entries received and in the fact that overseas competitors were taking part for the first time. The presence of three boats from the Yacht Club Foyer Remois was undoubtedly due to the efforts of Mark Fairbrother, the M.Y.A. racing secretary.

Forty-one skippers reported and racing began shortly after 9.30 on Saturday morning, September 10th.

To save time each division went to lunch separately while the other was kept sailing, and there was no break for tea. By 6.15, when a halt was called for the day, ten heats had been completed, fewer than planned but rather more than might have been expected in the difficult conditions.

In the evening a company of 110 attended a regatta dinner with the Mayor and Mayoress of Hove (Alderman & Mrs. A. H. Dilley) as guests of honour. The toast of the Mayor and Corporation was proposed by Mr. F. C. Tansley, a vice-president and founder member of Hove & Brighton. The mayor, as president of Hove & Brighton, presented each of the French skippers with a silver club spoon as a memento of his visit. M. Jean Voignier of the Yacht Club Foyer Remois thanked the mayor and said how moved his party had been by the friendly reception they had received and by the trouble which had been taken to make them welcome. Other toasts followed, and an enjoyable evening was brought to a close by the O.O.D. reminding skippers that they were called for a start at 9 a.m. on the next day.

On Sunday morning the wind was from the south-west and much stronger and steadier than previously, giving a good run and a beat with most boats able to fetch the finishing line without tacking. Many boats were under full sail and spinnakers of various shapes, sizes and colours were being used. The O.O.D. announced that the divisional sailing would be stopped at 4.30 if not completed, and the finalists would be decided as the scores then stood.

With the steadier wind much more rapid progress was made and heats were being completed in an average time of half an hour. A steady rain during the afternoon added to the difficulties of competitors and officials; the French team were rather outclassed, but all three skippers continued cheerfully to do their best and collected a few points here and there.

Such was the pace set by the O.O.D. and starters, and so good was the response of the skippers, that the remaining 11 heats of the divisional sailing were completed by about 3.30 when the formidable task of totalling the scores began.

The finals started at 5.30 by which time the rain had eased to a drizzle, and a large crowd gathered to watch the closing struggle. The six finalists proved themselves very evenly matched and the standard of sailing in these final five heats was very high indeed. The last board ended at 6.25, only 25 minutes after the estimated time of completion.

The final results were as follows:

1st, 927, *Foxtrot*, W. L. Grint, 17 ; 2nd, 791, *Cherie II*, D. Bateup, 13 ; 3rd, 482, *Triumph*, B. Dale, 12 ; 4th, 224, *Doris H*, L. Wareham, 12 ; 5th, 571, *Troll*, N. D. Hatfield, 11 ; 6th, 932, *Hop-a-long*, J. Meir, 10.

All competitors then gathered at the boathouse for the presentation of the trophy and six prizes by Mrs. W. F. Jennings, wife of the Hove & Brighton Commodore.

All in all, the 1955 "M" class championship was an event which will be long remembered and all the model yachtsmen who were in any way concerned in it have the satisfaction of knowing that the "job was well done."

---

# Nautical Book Reviews

(*Continued from page* 370)

page drawings on first-class paper, strongly bound in linen boards and beautifully produced, this is a book which will appeal to all who love ships and the sea, and would make an ideal Christmas present.

NORTH ATLANTIC SEAWAY

*By N. R. P. Bonsor. Six hundred and forty pages* $8\frac{3}{4}$ *in.* × $5\frac{1}{2}$ *in. Published by T. Stenphenson & Sons Ltd., Prescot, Lancashire. Price* 57*s.* 6*d. net. United States and Canada* $8.50.

This is a most important book, dealing with the largest of all our passenger services and the one which has had the greatest influence in world affairs during the last century or more. The publishers' claim that it is the most comprehensive book on the subject ever published, is, we feel, quite justified. The main body of the book consists of 182 chapters—each of which deals with a separate North Atlantic shipping company arranged in chronological order. In some cases these companies consisted only of a single ship, and many of them have never previously been mentioned in any book. The history and development of each company are described in great detail and make most interesting reading. Changes of name and amalgamations with other companies are recorded, and a complete fleet list, with dates, dimensions and service of each ship, is given. Particulars of colouring of the funnel and of the house flag are included in most cases. There are over fifty half-tone plates, a number of them of great historical interest. A valuable feature for the modelmaker is the series of 150 line drawings of North Atlantic ships, from 1833 to 1923, all drawn to the scale of 150 ft. to 1 in. These are the work of Mr. J. H. Isherwood, whose accurate, painstaking scale drawings of ships are well known. A book of this nature could have been a rather dull catalogue of facts, but actually it is so nicely laid out and so well written, that it holds the reader's interest throughout. As a book of reference it will be indispensable.

# News from the clubs

### HAMMERSMITH SHIP MODEL SOCIETY

The November meetings will be held at 7.30 p.m. at Westcott Lodge, Lower Mall, W.6.

Tuesday, 1st Model night.

„ 15th "Fijian Journey"—A talk by G. T. Elmer.

Hon. Secretary: H. J. COSTER, 98, Craven Park, Harlesden, N.W.10.

### NORFOLK NAUTICAL RESEARCH SOCIETY

The annual general meeting will be held on Tuesday, November 15th, at 7.00 p.m. at the Castle Museum, Norwich, and will be followed by a short film.

Hon. Secretary: JOHN F. C. MILLS, Opie House, Castle Meadow, Norwich. Tel. Norwich 23241.

### THE WEMBLEY SHIP MODEL SOCIETY

Monday, November 14th, is club night. On Monday, November 28th, Mr. W. H. Honey will give a talk on Nansen's *Fram*. Meetings are held at the Bonhomie Tennis Club, 28, Harrowdene Road, North Wembley, at 8.00 p.m.

Hon. Secretary: EWART C. FREESTON, 41, Daryngton Drive, Greenford, Middlesex.

### THE BRISTOL SHIP MODEL CLUB

The November meeting will be held on Tuesday the 8th, at 7.00 p.m. at Legion House, Portland Square, when Mr. F. S. Wallington will speak on radio control.

Hon. Secretary: A. RALLS, 8, Kenmore Crescent, Filton, Bristol. Tel. Filton 2148.

### BIRMINGHAM SHIP MODEL SOCIETY

The next meeting will be on Friday, November 18th, at 82, Hagley Road, Edgbaston, Birmingham, when guest speaker Mr. J. E. Oxley will give a talk on "British Canals and Waterways."

Hon. Secretary: CAPT. F. J. MARSDEN, 15, Cartland Road, Birmingham 14.

### CLYDE SHIPLOVERS & MODEL MAKERS SOCIETY

The following meetings will be held in November: Monday, the 14th—a programme of films by courtesy of the Union Castle Mail Steamship Co. Ltd., at the Kelvingrove Museum and Art Galleries. Visitors cordially invited. Monday, the 28th, club night. Mr. Jack Skerry will give a talk entitled "Ship Modelling—my Methods."

Meeting held at the Institute of Engineers and Shipbuilders. Members and prospective members only.

Hon. Secretary: DAVID J. CALDERWOOD, C.A., 89, Gibson Street, Hillhead, Glasgow, W.2.

### LIVERPOOL NAUTICAL RESEARCH SOCIETY

The November meeting will take place on board the *Landfall*, Canning Dock, Liverpool, on Thursday, the 10th, at 7.30 p.m. when a paper will be read by Mr. A. N. Ryan, M.A.

Hon. Secretary: A. N. RYAN, M.A., 28, Exchange Street East, Liverpool 2.

### THAMES GROUP MARINE MODELLING SOCIETY

On September 24th, Mr. E. Bowness, A.I.N.A., Editor of SHIPS AND SHIP MODELS, gave a very interesting talk on "Model Sailing Ships," referring to scale waterline models together with sailing models. The talk was well received and the society is expecting to see some tangible results.

The November meetings are as follows: Saturday, the 5th, annual general meeting at Gravesend. Saturday, the 19th, business evening at Gravesend. New members are welcomed and further particulars may be obtained from the Hon. Secretary: A. O. POLLARD, JNR., The Mission House, Bawley Bay, Royal Pier Road, Gravesend, Kent.

### THAMES SHIPLOVERS AND SHIP MODEL SOCIETY

The new season commenced on September 30th with a meeting at the Baltic Exchange. There was no special speaker, as the meeting had been reserved for a report from the founder and former secretary, now in Australia, and a general discussion as to the future organisation of the society. The meetings for November are: 11th at the Baltic Exchange and 25th at the East Holborn Library.

Hon. Secretary: ERIC C. RANDALL, 24, Winter Avenue, East Ham, E.6.

### A NEW SHIP MODEL SOCIETY

This is being formed for ship modellers residing in South London. All interested, whether practising ship modellers or not, are invited to write to Mr. S. W. REEVE, 23, Windermere Road, Coulsdon, Surrey.


No. 12 *Just Published*

*A few copies of No. 11 are still available 4s. 9d. post free. Apply now.*

## The Annual DOG WATCH

*Published by the Shiplovers' Society of Victoria, Australia.*

A MISCELLANY OF MARITIME HISTORY, ADVENTURE AND REMINISCENCE.

144 pages Twenty-three articles with illustrations 4s. 6d., postage 3d.

**IN THIS ISSUE**

Rescue and salvage of the schooner "Alphena." Old Fashioned Marine Curiosities. Sailing the Seven Seas in the Interests of Science. The Newell Documents. The Turning Point: an exciting yarn of the days of sail. Ships that pass in the night. Nansen goes North again: a true tale of Northern exploration. Memories of the "Salamis": a story of apprenticeship days. Serving on a Congo river steamer fifty years ago. The "Langland": the amazing story of an iron barque in the copper ore trade. The "Colonna": the end of a coal hulk. The story of Palmers Shipbuilding and Iron Company. The wicked Barbary Coast. Two Tasmanian barques of the Early 19th Century. An explosion at sea and its consequences. Early colonisation of Melbourne. From Australia to North America on a wool clipper sixty years ago. Flood, tempest and a shifting cargo. Book Reviews.

**The new issue is available in limited quantities and by post only. To avoid disappointment, order your copy now. Price 4s. 9d. post free from:**

**PERCIVAL MARSHALL & CO. LTD., 19-20 Noel Street, London, W1.**

# SPECIAL OFFER TO NEW READERS-

***Demand for the new***

## Model Engineer

has exceeded all expectations—success of the re-styled magazine has been immediate. Consequently, many newsagents have already sold out when would-be new readers ask for it.

**We are, therefore, making a special offer. We will send you 5 consecutive issues for 4/- post free.**

You can thus have a splendid chance of seeing this 52 page packed-with-interest magazine every week for five weeks—and after this we are certain you will want to place an order with your newsagent to receive copies regularly.

***fill in this coupon today!***

***PLEASE USE BLOCK LETTERS***

NAME.....

ADDRESS.....

.....

*I enclose Postal Order for 4/- for 5 consecutive issues of the NEW MODEL ENGINEER.*

**Post this coupon with your remittance to: The Circulation Manager, " Model Engineer," 19-20 Noel Street, London, W.1.**

ME/SS/11/55

**52 PAGES**
**PACKED WITH ARTICLES &**
**ILLUSTRATED FEATURES**

LIVE STEAM · LOCOMOTIVES · RAILWAYS · I.C. ENGINES · SHIPS and POWER BOATS · ELECTRIC UNITS · SPACEFLIGHT · JET PROPULSION ATOMIC ENERGY · SCIENCE and MECHANICS · MODELS OF EVERY KIND

## "SHIPS AND SHIP MODELS"

# SALES AND WANTS

*Privte*: 3d. *per word.* *Trade*: 6d. *per word.*
*Use of Box No.* 1s. *extra.* *Minimum* 12 *words.*

**The Advertisement Manager reserves the right to refuse or suspend advertisements, without giving any reason. No definite date of insertion can be guaranteed, and although every care is taken to avoid mistakes, we cannot be held liable in any way for printing errors or omissions. Receipt by the publishers of advertisers' "copy" for publication implies acceptance of these conditions by the advertiser.**

**Whilst every care is taken to exclude advertisements from doubtful sources, no responsibility can be accepted by the publishers for the bona fides of advertisers.**

SAILS for Model Yachts. All classes. Terylene, Egyptian Cotton. Quotations from—ROBERTS, 14, Saxon Road, Hove, Sussex.

WARSHIP DRAWINGS now available from Norman A. Ough, 98, Charing Cross Road, London, W.C.2. Scale 1″ = 16′ (detail 1″ = 8′). Destroyers, "V" class H.M.S. "Vega," (1916-45), 12s. 6d. "D," (1936), £1. Cruiser, H.M.S. "Dido" (1939 to date) £1. "Lines" of "Dido," 10s. "Carlisle" class cruiser, H.M.S. "Curacoa" (1916-42), £1. "Battle" class destroyer H.M.S. "Cadiz," £1. Cruiser "Sheffield" (as in 1954), £1. Lines and detail (2 drawings) together, 10s. Ocean minesweeper, "Algerine" class H.M.S. "Marvel" (Scale $\frac{1}{8}$″ = 1′), 10s. Lines, etc., 10s. Submarines L 52 (scale $\frac{1}{8}$″ = 1′), 10s. and E. 29, 10s. "O" class "Olympus," 10s. Corvette "Hedingham Castle" (scale $\frac{1}{8}$″ = 1′), £1. Battle-Cruiser H.M.S. "Lion" (scale $\frac{1}{16}$″ = 1′), £1. Lines and enlarged detail, £1.

SHIPS IN BOTTLES, sail or steam.—D. BARKER, 46, Grove Lane, Hale Altrincham, Cheshire.

LARGE SHIP PHOTOGRAPHS, 1s. 3d. each, plus postage.—CAMAS, 10, Mark Street, Wallasey, Ches.

WANTED. Books on Early Steamships, Naval History, Naval Architecture, Navigation, Piracy, Shipmodelling, Shipwrecks, Shipbuilding, Voyages, Whaling and Yachting.—CARAVAN BOOK SERVICE, 170-16 84th Ave., Jamaica 32, N.Y., U.S.A.

WORLD SHIP SOCIETY. Are you interested in ships and shipping? Send for details to 110, Fenchurch Street, London, E.C.3.

BOOKS OF THE SEA. The Percival Marshall series falls into two categories—historical and adventure. Historical books deal mainly with ships of bygone days such as the sailing trawlers and drifters, the spritsail barges of the Thames and Medway and the famous tea clippers, to mention but a few. In every case the author is an authority on his subject and the books are lavishly illustrated with drawings and colour plates, some by famous artists. The Adventure group comprises true stories from the days of sail written by such master mariners as Capt. A. G. Course, whose exciting career under four flags forms the subject of a recently published autobiography. Send 2½d. stamp for fully detailed list to—PERCIVAL MARSHALL & CO. LTD., 19-20, Noel Street, London, W.1.

MODEL BOAT CONSTRUCTION by H. Adam. Step-by-step guidance on the construction of typical model boats from drawing board to launching. The author is a naval architect and experienced model boat builder. Thirteen chapters advise on materials, metal, fittings, engines, etc. The section on modern designs incorporates large folding plans for sharpie, dinghy, hydroplane, cabin cruisers, speed boat, luxury motor cruiser, British and American M.T.B.s, 42s. from your bookseller or model shop, or 42s. 9d. post free from—PERCIVAL MARSHALL & CO. LTD., 19-20, Noel Street, London, W.1.

The Editor invites correspondence and original contributions on all subjects connected with ships and ship models, which should be addressed to him at 19-20, Noel Street, London, W.1. Matter intended for publication should be clearly written, and should always bear the sender's name and address.

All correspondence relating to sales of the paper should be addressed to THE SALES MANAGER and correspondence relating to display advertisements to THE ADVERTISEMENT MANAGER.

"Ships and Ship Models" is published by PERCIVAL MARSHALL AND CO. LTD., at 19-20, Noel Street, London, W.1, on the first day of each month. Price 2s. 0d. Annual subscription post free, 26s. 0d.

### CONDITIONS OF SALE AND SUPPLY

This periodical is sold subject to the following conditions, namely that it shall not, without the written permission of the publishers first given, be lent, resold, hired out or otherwise disposed of by way of trade except at the full retail price of 2s. 0d. and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of trade; or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

# Sea Adventure Books

## CRACKER HASH

**By Cmdr. J. R. Stenhouse D.S.O., O.B.E., D.S.C.**

In this account of his early voyages in a "Cape Horner," Cmdr. Stenhouse gives the reader a vivid picture of the hard discipline and tough conditions endured by the apprentices who went to sea on sailing ships at the turn of the century. However, notwithstanding the unpleasant jobs, bad food and often unjust treatment, Stenhouse contrived to enjoy himself and describes with a wealth of anecdote and humour his adventures afloat and at ports of call. Vice and violence abounded on the waterfront and the risk of being shanghaied was ever present. Needless to say, the young apprentice and his mates got into trouble; the outcome is described in the book. 240 pages, 16 photo plates. **15s.** postage 9d.

## MASTER IN SAIL

**By Captain James S. Learmont**

The author went to sea with his father in coasting schooners before he was twelve years old. After going "deepwater" at 15 as an ordinary seaman, by dint of hard work and study he found himself, at 24, master of a barque bound for the South Pacific. The book describes his adventures on many voyages and ten years' command of sailing ships trading with Chile, Peru, Australia and Honolulu. *Master in Sail* shows what was possible to an isolated ship's company in overcoming the hazards of the sea, and describes peaceful voyages, record passages, cargo shifting in a hurricane, icebergs and fire.

"*Is a compendium of the arts of robust seamanship, whether in sail or steam.*"—John O' London's. 242 pages with coloured frontispiece, illustrations and map end papers. **12s. 6d.** postage 9d.

## UNDER FOUR FLAGS

**By Captain H. W. Edwards, R.N.(Ret.)**

The fascinating story of what is possibly a unique career during which the author served under the *Norwegian Ensign*, the *Red Ensign* of the Merchant Navy, the *Blue Ensign* of the R.N.R., and finally the *White Ensign*, at the turn of the century. Prevented by personal reasons from joining the Royal Navy, Capt. Edwards went to sea at 14, and did not achieve his ambition of becoming a Naval Officer until he was 31. In the intervening years he had sailed round *Cape Horn* in a Norwegian barque before his fifteenth birthday, served a four-year apprenticeship in sailing ships and risen to the rank of Second Officer in Royal Mail ships. "*A fine story of the sea.*"—Daily Mail. 223 pages and a number of photo plates. **10s. 6d.** postage 6d.

## THE WHEEL'S KICK AND THE WIND'S SONG

**By Captain A. G. Course**

A well-written story of the men, ships and fortunes of the well-known John Stewart Line, the last owners of foreign going, square rigged, cargo-carrying sailing ships registered in Great Britain. A piece of real sea history written by one of the participants. Live with the author again through the hazards of days under sail when it required courage and the love of sail to go to sea. "*Made me feel much refreshed and the better for reading it.*"—Gilbert Harding in a B.B.C. broadcast. 278 pages and a number of photo plates. **18s.** postage 9d.

*From your bookseller or*

**Percival Marshall & Co Ltd**

**19-20 Noel Street W.1**



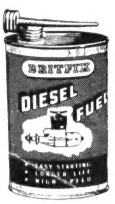
Printed in Great Britain for the Proprietors by ELECTRICAL PRESS LTD., Cordwallis Works, Maidenhead, Berks, and published by PERCIVAL MARSHALL & CO. LTD., 19-20, Noel Street, London, W.1.
Registered for transmission by Magazine Post to Canada including Newfoundland.

# A PERFECT FINISH

# BRITFIX PRODUCTS

**A guaranteed range of materials produced under strict laboratory supervision incorporating the latest techniques in Cellulose Finishes and Adhesives.**

BRITFIX Colour Dopes—clean and bright, smooth and easy to work with. Quick drying, they provide the perfect finish which all good craftsmen expect ! Available in a wide range of colours; ½ oz. jar, 8d.; 2 oz. jar, 1s. 6d., qtr. pt. tin, 2s. 10d.; ½ pt. tin, 5s. 0d. Also in a new handy can, 1s.




BRITFIX Diesel Fuel—specially formulated to provide easy starting and high performance with reduced engine wear.

BRITFIX Sanding Sealer—Seals the grain of the wood to prevent absorption and prepares the surface for a smooth finish.

Britfix Cellulose Thinners—It is essential at all times to use BRITFIX Thinners with the BRITFIX Dope Range, formulated specially for the Dope and of high solvent power.

HOC

**Product of**

**THE HUMBER OIL CO. LTD., MARFLEET, HULL**